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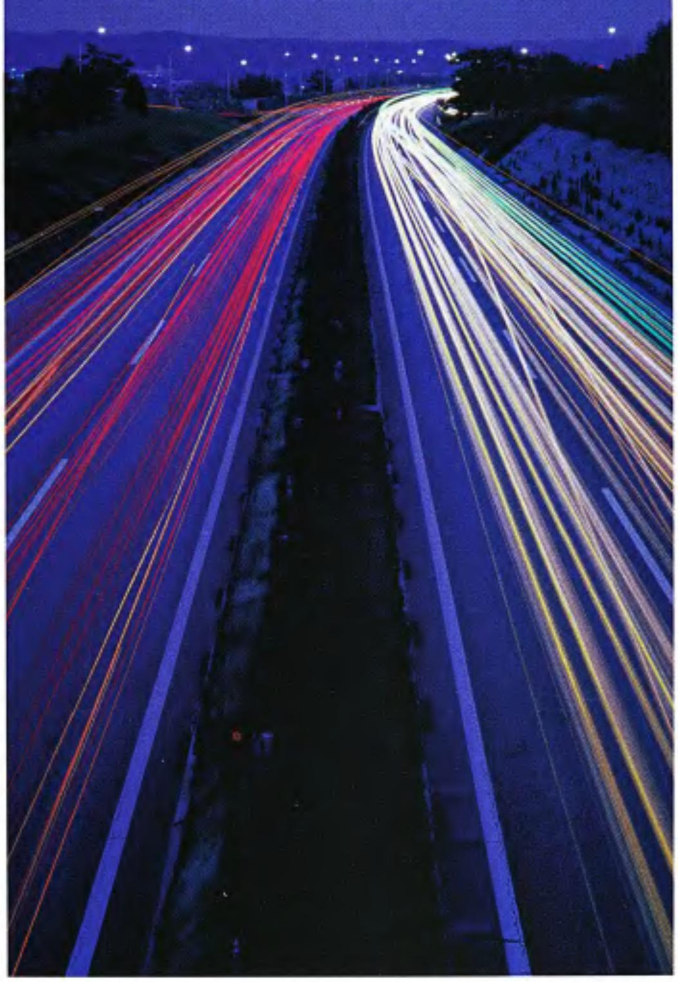
Pythons bring out the ponies.

TakingItEasy

Our law enforcement personnel are held to high standards (for the most part), and here's a tidbit that makes this premise a little questionable. An officer seemingly disappeared while taking a crime victim from one station house to another (three miles away). It seems she (the officer) had inadvertently gotten on a turnpike, and 75 miles later had a feeling **she may have gone too far.** She turned on her emergency lights to stop a car and ask where she was. (Now you and I know that if it had been a male officer, he would have continued to grope his way until reaching his destination no matter how long that might take.)

It seems she (the officer) had inadvertently gotten on a turnpike, and 75 miles later had a feeling she may have gone too far.



In 1986 a freighter left Philadelphia with 14,000 tons of incinerator ash for burial in the Bahamas. But when the Bahamas changed its mind, the ship went back to sea and floated around while new locations were being scouted. Haiti expressed some interest but backed off after only 2,000 lbs. had been unloaded. When any attempts to find a new spot failed, the captain of the freighter dumped the remaining 12,000 lbs. in the ocean. And then (to add insult to injury) Haiti requested the removal of the 2,000 lbs. already dumped on its shores. But none of the states here want it and now, 14 years later, **the ash is still around,** and no one seems to know where it might end up.

Here's a baffler. A patient sued a hospital, complaining that he went in for a heart bypass but came out circumcised **(but no bypass).** (I think I'd do more than complain.)

A police officer in Canada stopped a guy for running a stop sign. He was in the process of writing the ticket when another officer called him to help in the chase of another car. Rather than let the guy who ran the stop sign go, the officer **ordered him to follow the chase** (which hit about 70 in a 30 mph zone). After the second offender was apprehended, the officer finished writing the ticket for the first guy and sent him on his way.

A guy was arrested for molesting a pig. He explained his actions by saying that sex with his human girlfriend was undesirable because she was a **"crack whore."** (Why did he keep her around at all? He could have unloaded her and kept the pig in his house—no one would have been the wiser.)

People running for various political offices around the country: A man running for governor admitted he'd had 60 speeding tickets and had been arrested 150 times; a man running for city council had been on the lam for 30 years after a conviction for throwing a **firecracker** at firefighters during a student anti-war demonstration. (Our politicians are only human after all.)

At a high school sex-education assembly the students were told by an abstinence advocate that they should "just eat a **Snickers bar**" if they felt a sexual urge coming on. (What about a Butterfingers bar ... or a Mr. Goodbar ... or ...)

A woman was arrested for robbing a bank. She told the police that she had not read the note she had handed a teller (and for which she received a bag in exchange) and only began to suspect there had been **a bank robbery** after walking out the door and seeing employees lock it behind her. (She was married to a jailed murder suspect. Think she got some helpful hints from inside the walls?)

Another bank robbery story. A prospective bride and groom had scheduled a huge wedding with out-of-town guests, intending to pay for it with **a tax refund.** But when the IRS denied the refund, they tried to rob a bank so they could pay the caterers and avoid disappointing their relatives. They were arrested and, needless to say, had to cancel the wedding anyway.

This just in from our "Leg-wetting Fact Department." In Montana it's illegal to have **a sheep** in the cab of your truck without a chaperone, and in a city in Montana it's illegal to operate a vehicle with ice picks attached to the wheels.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 330 • DECEMBER 2000

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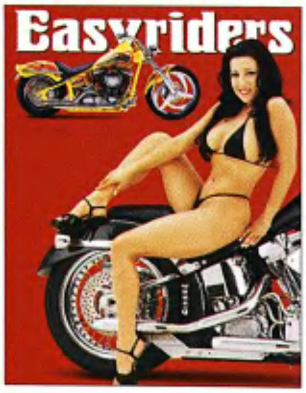

Cover photos: Kevin Aesop's Big Bear Flyer with the tantalising Taime, photos by Raiko Hartman. J&P bike photo by Markus Cuff. Special imaging Jeff Biggs.

The next liver-quiverin' issue goes on sale December 5th, 2000. **Printed in the USA.**

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Easyriders® magazine ISSN 0046-0990 Number 330. December 2000. Vol. 30. ***Easyriders***® is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252, Web site: http://www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices. Copyright ©2000 by Paisano Publications, Inc. All rights reserved. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, love letters, dirty pictures, propositions, goodies, and editorial contributions should be sent to this address. All rights in text, photographic content, or other materials sent to ***Easyriders*** will be treated as unconditionally assigned for publication and copyright purposes and as subject to ***Easyriders***® unrestricted right to edit and comment editorially. Good photos, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we try our damnedest to take care of unsolicited material, ***Easyriders***® magazine cannot be responsible for damage to same in mails, nor does it assume responsibility or safety of artwork, photographs, or manuscripts. Subscriptions: All correspondence regarding subscriptions or subscription complaints and changes of address must be addressed to ***Easyriders***® Subscription Department: P.O. Box 50044, Boulder, CO 80322-0044, (800) 825-7294. One year: $39.95; two years: $70.95 in the U.S. and its possessions. All foreign and Canadian orders, add $12.00 per year (U.S. funds only). Single copy: $6.99. **POSTMASTER:** Send address changes to ***Easyriders***, P.O. Box 50044, Boulder, CO 80322-0044. Advertising: ***Easyriders***®, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX: (818) 889-4726. Printed in the USA. **The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code §2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in §75.7 (a) (1-3) of the pertinent Regulations.**

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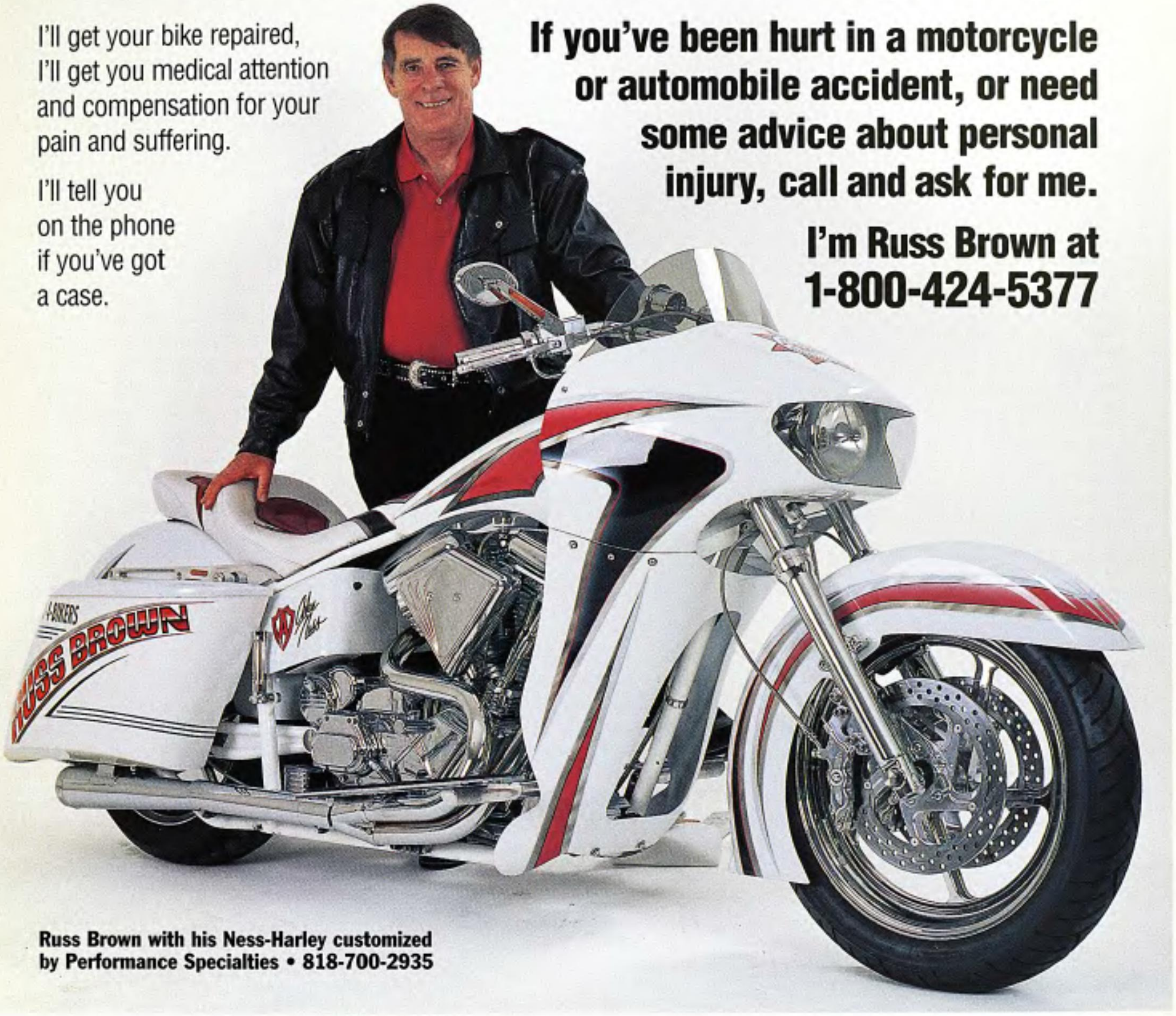
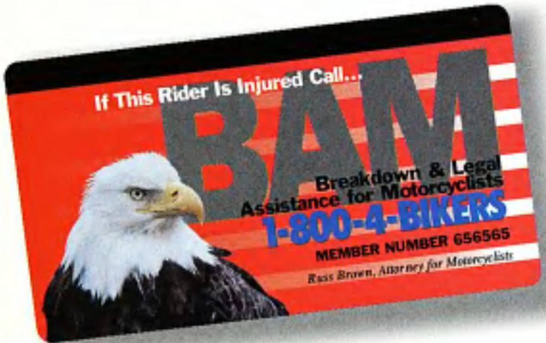


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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Distribution
Curtis Circulation Company
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WordMonger

Really Pissed

I'm mad as hell at my bike. I just bought it and it doesn't work right. I spent over 30 grand on this thing (not a Harley) and every time I ride it, it goes about two blocks and just stops. What the hell!? I wanna kick it and bite it and punch it, 'cause I am plenty mad at this damned bike! What should I do?

Walter Sobchak
Thousand Oaks, California

Turn on your petcock.

Help For a Frenchman

I have a French driver's license that allows me to operate low-cylindered motorcycles as well. Unfortunately, I can't have the high-powered motorcycle license because it's not only very hard to get in France, but it is also very expensive (and harder and more expensive for young people).

I've heard rumors about a 125cc Harley. Does such a thing exist? If it does, could you tell me more about it (number produced, value, availability of parts, etc.)? Thank you in advance.

Beavis and Panhead
Nancy, France

P.S. The cost of living in Europe is not an exaggeration. For example, the price of a gallon of fuel is about $4.25. Now do you understand better why I'm looking for a 125cc Harley?

Back in 1958 Harley debuted a 125cc machine called the "Hummer" that replaced their M-125. You can still find them around but parts are kinda scarce. For more information call our resident antique bike guru Mike Egan at (805) 933-1557.

We Have Not Forgotten

I have something I need to get off my chest because it's been bothering me for quite some time.

It all started back in 1993 when I lost a real close bro in a motorcycle accident. His untimely death caused me to take a new look at the biker lifestyle. I began to really understand what the freedom of the road and the rumble of the pipes below me meant. From that moment on, I was hooked. Harley-Davidson had another loyal follower.

I became a monthly reader of your outrageous rag. I became an H-D fanatic. I not only dreamed of owning a Hog, I dreamed of building my own. I planned the custom work and learned the techs. Now seven years later I have finally ordered my 2001 FLSTF.

Then I took a painful blow—oddly enough, from the pages of another rag, *Popular Science*. In this particular article, Excelsior-Henderson, Harley-Davidson, and Victory models all graced the pages. I agree that these are all great motorcycles, built with American iron and sweat, but let's give credit where it's due. They talked of how H-D now had some competition and that Harley's reign would soon fall to better built and cheaper bikes.

They spoke of how Harley didn't want to change with the times and the advantages of going with fuel injection over carburetion. I say cut the crap! What about Harley's beautiful new Twin Cam engine? That's the most obvious change I can think of. But it's not about change, it's about *tradition*!

My Fat Boy arrives in December. It won't be a custom-built ride and it won't have fancy fuel injection. I didn't get it as cheaply as a Victory, and it doesn't have a lot of fancy extras, but it is a Harley-Davidson. It has a proud and strong history, a long unbroken history of overcoming great odds, and my heart will swell when I ride it. I respect you for riding an American cycle and wish you only the best, but when you can crank that thing and ride into the wind, think about who made it all possible.

Willie G., we have not forgotten.

David
On The Road

$turgi$ Rally & Ripoff

My first trip to Sturgis was in 1958 on my '51 Indian Chief, which also happened to be my first bike. Many trips and many bikes later, what I could see coming has finally happened. They're killing the "goose that laid the golden egg." So be it.

We stay with friends in Belle Fourche so lodging is no hassle. Since this year's

trip has been planned for so long, my wife and I will still go. It'll be our last trip. We will no longer support any entity that is so grotesquely blatant in its attempts to rip off the very people who built the "tradition." We can jump on our bikes and go anywhere. The town is a fun place and the surrounding area is beautiful, but there are other, less greedy, vacation spots to ride to.

Mr. Allen states, "The city could cripple the rally and we could destroy land values up and down Main St." That sounds very much like the old Mafia "protection" threat: "Pay up or we'll ruin your business."

Mudge and Brazen
Bunker Hill, West Virginia

Department of Corrections

Yeah, we screwed up again. This time we got mixed up about West Coast Chopper's Hell Bent exhaust pipes, featured in our Exhaust Guide on page 69 of the September 2000 issue (#327).

We said they come in three different diameters. Well, that's bull. Hell Bent pipes come in one size and one size only. They're stepped pipes starting with a diameter of 1 3/4 inches coming out of the engine.

Check out these fine pipes and many other badass goodies from WCC at www.westcoastchoppers.com. OK, Jesse, tell your pit bull to let go of my crotch.

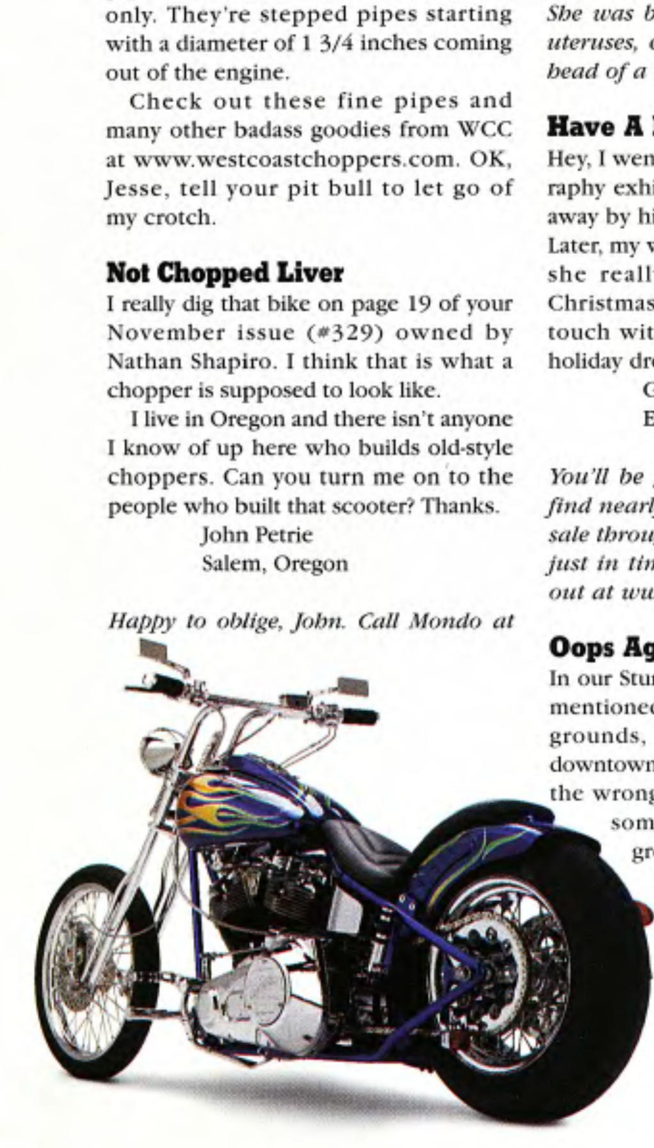
Not Chopped Liver

I really dig that bike on page 19 of your November issue (#329) owned by Nathan Shapiro. I think that is what a chopper is supposed to look like.

I live in Oregon and there isn't anyone I know of up here who builds old-style choppers. Can you turn me on to the people who built that scooter? Thanks.

John Petrie
Salem, Oregon

Happy to oblige, John. Call Mondo at Denver's Choppers (702) 450-0169. They hand-build to suit ya and will ship your dream chopper worldwide.



Three Boobs?

I am sick and tired of fake boobs. I don't want to see anymore of those hoes with the gravity-defying jugs, and I especially don't want to see any women with three tits! What's up with that? Why am I mad? Because the three fake boobs got me to buy your September issue (#327) and then I got home and thought, "Well, duh! No one has three boobs!"

Bill Zabinski
Miami, Florida

I just saw your September issue with the Feuling three-lung motor and that girl on the cover that has three boobs. Where is that girl, and does she really have them three boobies, and does she have any other unusual body parts?

Cal Ribmen
Bakersfield, California

The model on the cover of that issue is Selma Tresyabos of Lost Nad, Nebraska. She was born with three breasts, four uteruses, eight legs, six arms, and the head of a crab. Any other questions?

Have A Lichter Christmas

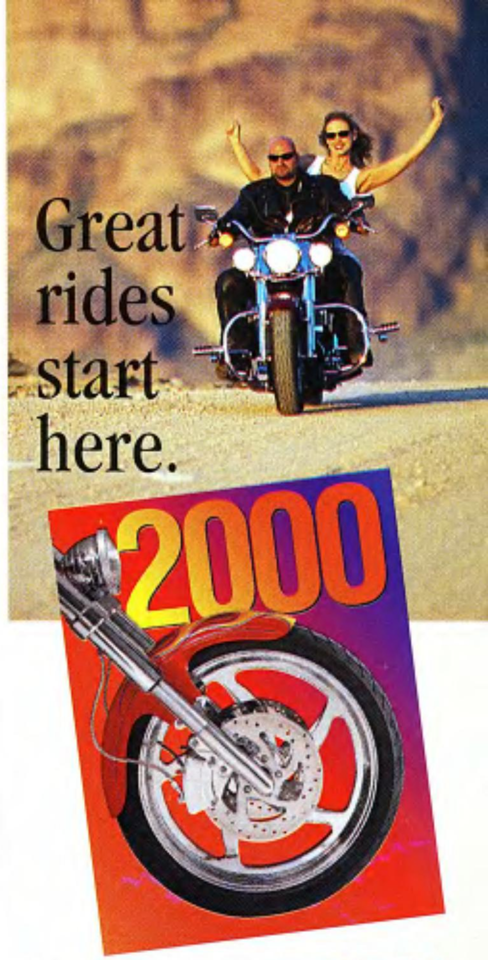
Hey, I went to Michael Lichter's photography exhibit in Sturgis and was blown away by his great biker lifestyle photos. Later, my wife told me she saw a picture she really would like to have for Christmas. Any idea how I can get in touch with Mr. Lichter and make her holiday dreams come true?

Garrett Williams
Edmonds, Washington

You'll be glad to know that you can find nearly 100 great biker images for sale through Michael Lichter's Web site just in time for Christmas. Check 'em out at www.lichterphoto.com.

Oops Again

In our Sturgis Survival Guide outsert we mentioned The End of the Trail Campgrounds, located just 1.5 miles from downtown Sturgis, and accidentally gave the wrong phone numbers. These are some great folks and the campgrounds features great views as well as a beer garden, RV sites, cabins and more. The correct phone numbers are (605) 347-0017 or (303) 740-0052. You can also visit them online at: www.eotc.net.



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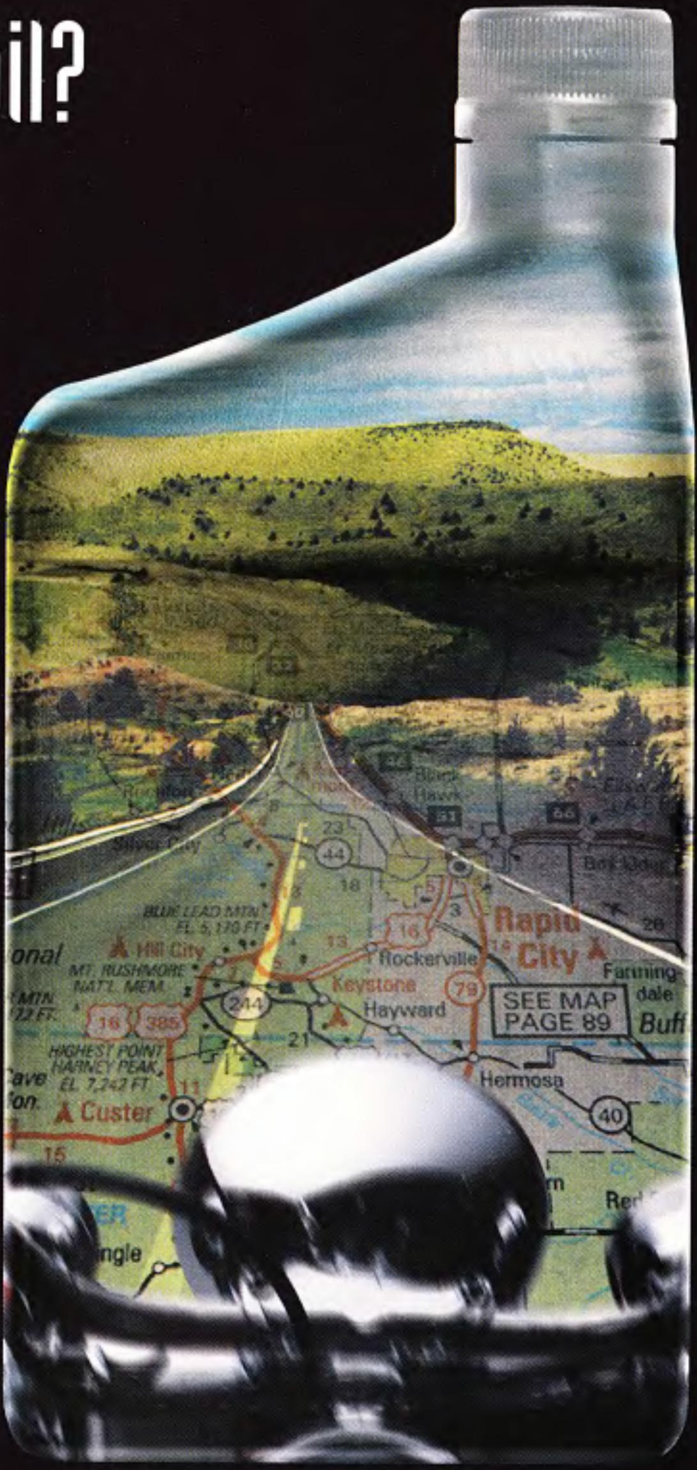

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Second Time Out

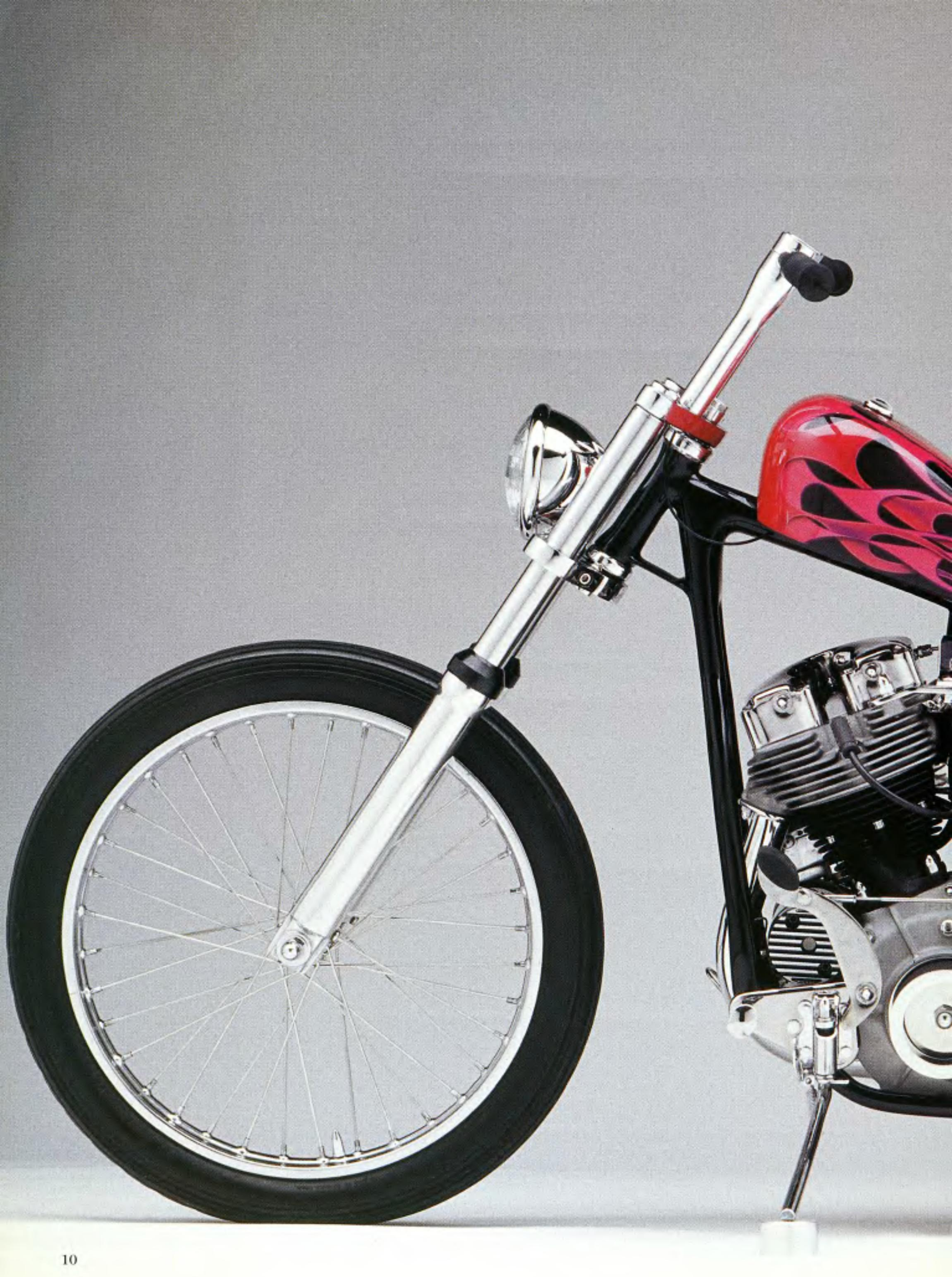
Folks in the Mid-Atlantic states tend to cut right to the bone, especially when it comes to modifying their motorcycles. Stripped-down two-wheeled hot rods, like this '51 Pan/Shovel rigid, a chopper born and bred in Maryland, defines the taste of the area—crab cakes notwithstanding!

"I've always wanted an original old, suicide-shift chopper," explains Jay Hall, the guy who just finished giving new life to a bike that first graced these very pages 16 years ago. "Back then it was pretty similar in profile and overall look to what I have now," says Jay, telling us that he found the chop hiding in a far, dark corner of a buddy's shop, Dave's Custom Cycles, in Ocean City, Maryland. It was dirty, rusty, "and looked like it had been rode hard and put away wet," which it had been. The frame was cracked too, right at the bottom of the seat post. But it was an original '51 chop.

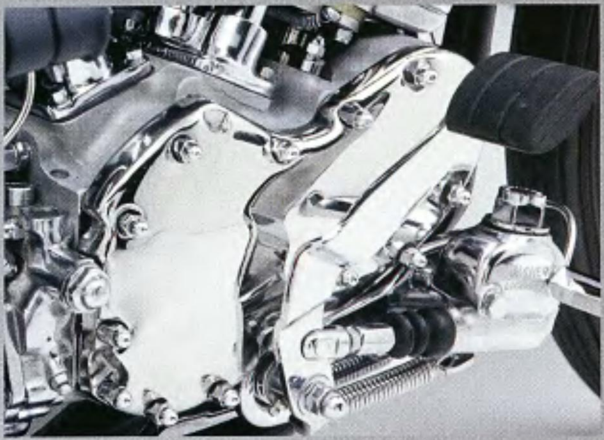
Four years ago Jay found this mess, sagged down and damn sorry. Beginning at the beginning, he tore it apart to its last nut, bolt, and cotter pin, then bead-blasted the frame to bare metal and started all over again. In classic bike-builder's understatement, Jay says, "One thing just led to another." And while the average guy, looking at some before-and-after photos, might think that all Jay's done here is spray on a new paint job, they'd be mistaken. Big time.

"The restoration turned into a full-blown project," Jay remembers, but since he also owns an '89 Softail and a '99 Road Glide, he wasn't pressed to get the chopper on the road. He could take his time and get things right, which he did. So besides repairing the cracked frame, for a better ride Jay substituted a new pair of Softail fork tubes in the narrow-glide trees, turning them down to fit. He also made the new rear fender and taillight, added the Primo belt drive primary, and dropped in the Morris magneto. All the various brackets and mounts are Jay's handiwork too, as is the exhaust, and the visual absence of any wiring or even throttle cables didn't just happen by accident, either. "I went to a lot of trouble to get this bike looking simple," Jay says.

JAY HALL WRENCHES NEW LIFE INTO A BLAST FROM EASYRIDERS' PAST

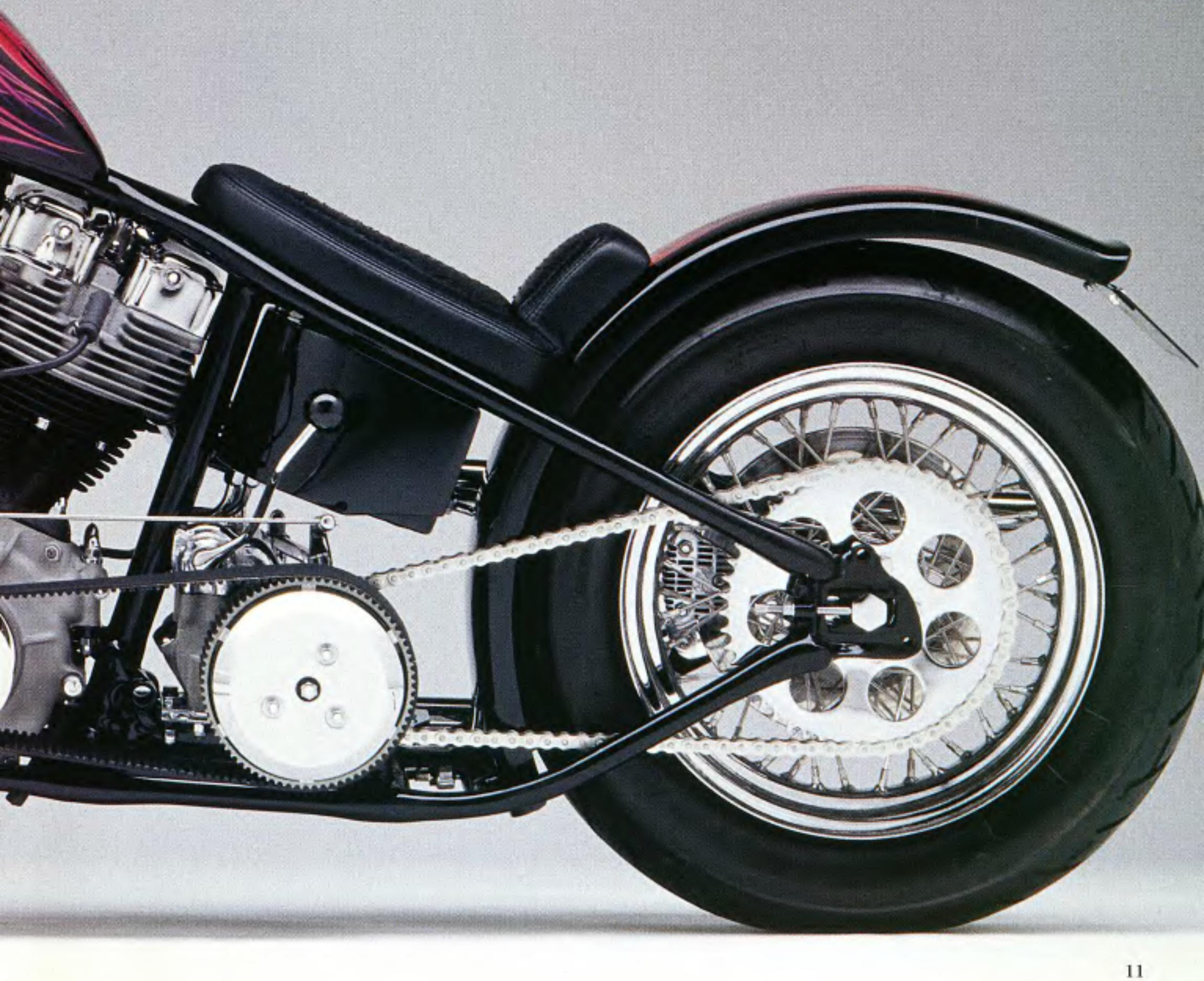


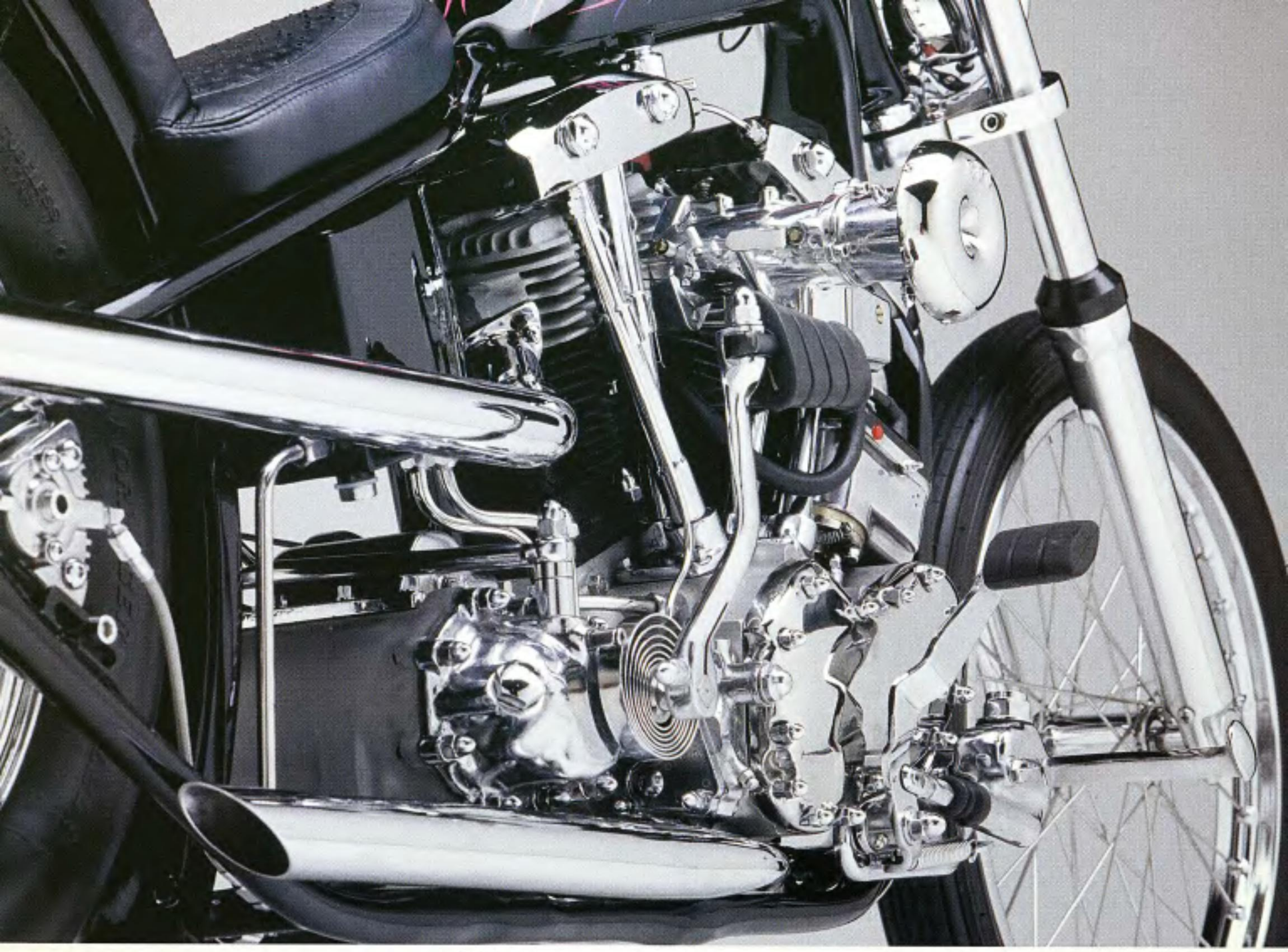
"It took a lot more work than I thought to make all that stuff go away!"



Of course, the engine, that sweet-looking and strong-running (now!) Pan/Shovel conversion that came with the bike is still in its mounts, still running its 4 3/4-inch S&S wheels. It's been completely rebuilt, too, along with the transmission. In a moment of candor, Jay admits, "I really should have brought it back to full Panhead specs, though. I love the look of those engines." Maybe next time. For now, with Jay still getting used to slipping through the gears with a jockey shift, the chopper hauls ass. Stripped down to almost nothing, and weighing about the same, the bike's "fast as hell!" its owner beams.

No question, Jay Hall's reborn rigid draws a crowd. Outside. "But something I still can't figure out," he muses, "is why the bike doesn't score better at the few indoor shows I've been to?" Seems the stuff that beats it to the gold is always a new Evo-based custom, a 1-800 bike bolted together with parts picked from a catalog. "Sure, there's money in 'em," Jay admits, "but there's not too much that's handmade, either." His conclusion: "I guess there's just not enough to an old bike like this." Not true! Jay Hall just might be a man ahead of his time. Mark our words: Pretty soon guys are going to be falling all over themselves trying to find and restore old, original chops like this. Get 'em while you can. Jay Hall already has his. *— Joe Kress*





Owner: ....Jay Hall
City: ....Mt. Airy, Maryland

General

Fabrication: ....by owner
Year: 1951
Make: ....Harley-Davidson
Model: ....chopper
Assembly: ....by owner
Chroming: ....Brown's Plating

Engine

Year: 1951
Model: ....Pan/Shovel
Rebuilder: ....owner
Ignition: ....Morris Magneto
Displacement: ....88 cubic inches
Lower end: ....S&S
Balancing: ....Vincent Cycles
Pistons: ....S&S
Cases: ....Harley-Davidson
Heads: ....1966 Shovel
Cam: ....S&S
Lifters: ....H-D
Carb(s): ....S&S
Air cleaner: ....S&S
Pipes: ....owner

Transmission

Year: ....1951 H-D
Shifting: ....jockey

Paint

Molding: ....owner
Painter: ....Wet Paint
Color/type: ..black/House Of Kolor
Special paint: ....pearl magenta flames

Frame

Year: 1951
Type: ....wishbone rigid
Builder: ....H-D

Accessories

Bars: ....drag style
Risers: 8-inch
Fender(s): ....owner
Headlight: ....Harley-Davidson
Taillight: ....owner
Pegs: ....B&O
Electrics: ....owner
Gas tank: ....Butch
Oil tank: ....owner
Oil system: ....H-D
Primary cover: ....Primo belt drive
Seat: ....C&S Auto Interiors
Mirrors: ....none
Grips: ....vintage Harley-Davidson

Forks

Type: ....41mm, narrowed
Builder: ....Harley-Davidson

Wheels

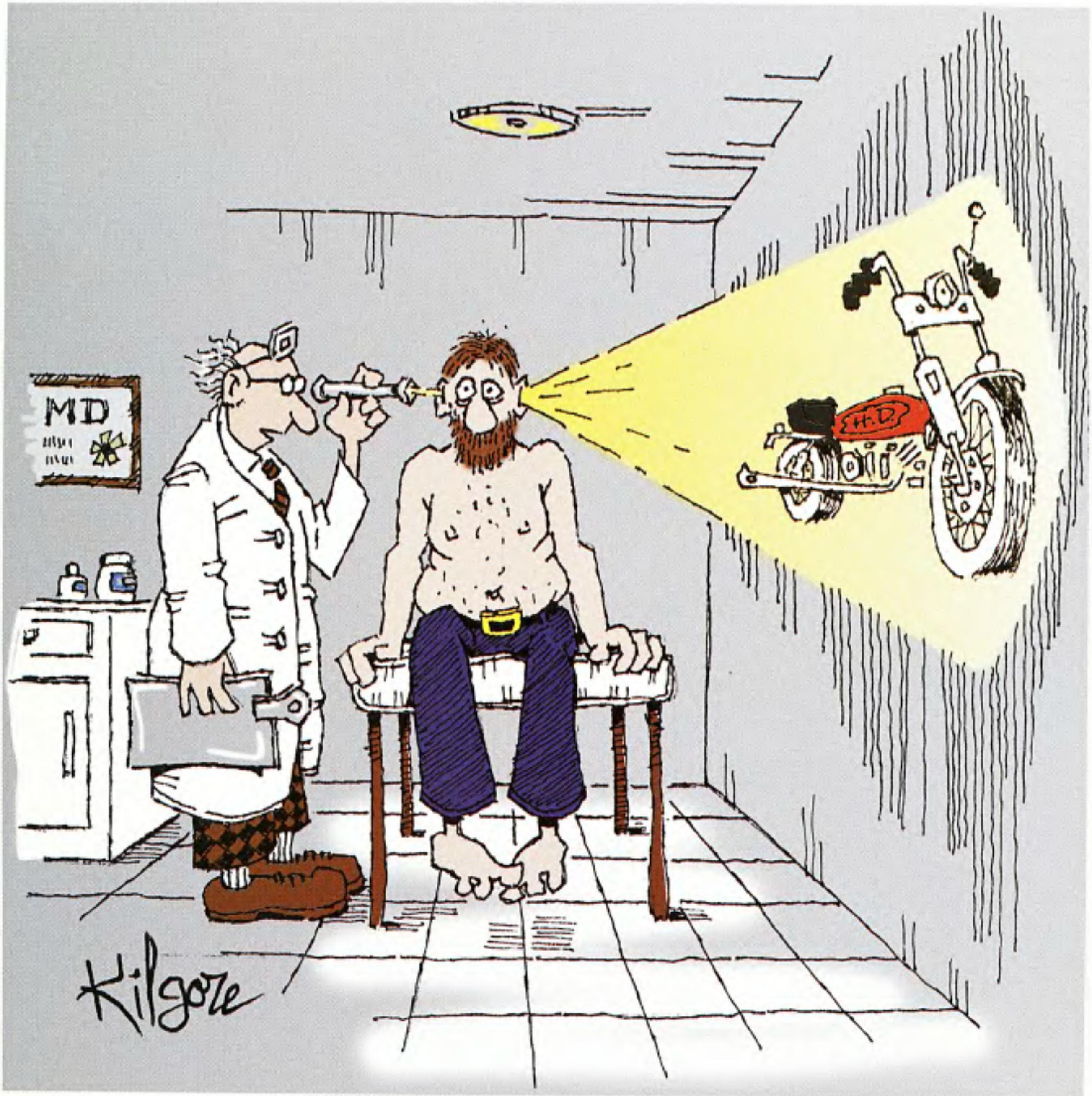
Front

Type: ....spool
Size: 21-inch
Tire: ....Avon
Brake: ....none

Rear

Type: ....Harley-Davidson
Size: 16-inch
Tire: ....Avon
Brake: ....Hurst-Airheart

Photos: ....Michael Lichter



"No wonder you're so out of shape—looks like all you do is sit around all day reading Easyriders *magazines."*

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PartsBox

FLICKER PEGS

Most custom bike builders hate to stick big, goofy turn signals on their scoots and this has lead to ingenious ways to hide 'em. Mondo at Denver's Choppers has found a way to integrate turn blinkers without taking away from the looks of the bike with these neat Flicker Pegs. Li'l LED lights show the way with these trick goodies and they're built the Denver's way ... to last forever. For info call Denver's at (702) 450-0169.

DUAL-DEEP THROAT

Are two heads better than one? Rivera Engineering thinks so. Check out this new dual-Mikuni carb kit featuring two 42mm Mikuni smoothbore carburetors, Rivera's high-flow "Ram-effect" intake manifold, velocity stacks, throttle cables, hardware, and instructions. Provides astounding bottom-end and mid-range performance. Bolt 'em on and hang on! Ideally suited for 80- to 120-cubic-inch motors. But remember, Rivera won't pay for your speeding tickets. Available at your local Rivera dealer or call (562) 907-2600, or visit 'em on the Web at www.riveraengineering.com.

HIDDEN CAPS

Speakin' of trick stuff, Paul Yaffe makes these wild hidden gas caps that are real show-winners. A push on the cap, a little twist and the flush mounted beauty pops right up like a 16-year-old's willy at dawn. Available for steel or aluminum tanks from Paul Yaffe Originals (no, he doesn't make prom gowns). Give Mr. Yaffe a call at (602) 840-4205, or visit his Web site at www.paulyaffeoriginals.com.

COOL CATS

The company known as CAT, LLC (not a new rap artist) has come out with these billet covers in full living color for derby, timing, inspection, master cylinder covers, and more. The added color is not paint or powdercoat and won't scratch or peel off. To find out more call CAT, LLC (and ask 'em what the hell their name means) at (860) 953-1807.

HOT READS

Hot off the press and jammed with hard-to-find performance info, Crystal Publications presents *The V-Twin Tuner's Handbook*, Volumes 1 and 2, as well as *The Big Twin Performance Guide*. Whether you dig street performance, dyno shoot-outs or all-out racing, the Performance Pro Series by Crystal will give you the juice to get down the road fast. Each book is full of power secrets to give you the edge. For info call (800) 946-4890.

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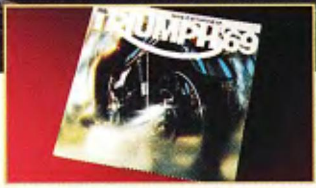

You will also receive a reproduction factory brochure.

• SCALE-SIZE ACCESSORIES

Also included, scale-size helmet and goggles.

James Dean rode one—along with countless other movie stars in the '50s, '60s and '70s. They loved them for the freedom, the attitude and most importantly the ride. Now, the greatest Triumph of them all—the '69 Bonnie—is recaptured in a die-cast model so cool, it looks just like the real thing. This astonishingly accurate model captures every classic detail—including the treatment of the Triumph emblem on the fuel tank. Hand-painted in the original factory Torch Red color, it's richly chrome-finished to showcase new-for-'69 touches, like the coupled exhaust system... folding kick-start pedal...and stylish wheels. The handlebars turn and the wheels spin. The seat lifts off so you can access the battery. The kickstand goes up and down...the brake pedals and gear shift pivot...and the fully independent suspension is operational. Just $135, payable in convenient monthly installments.

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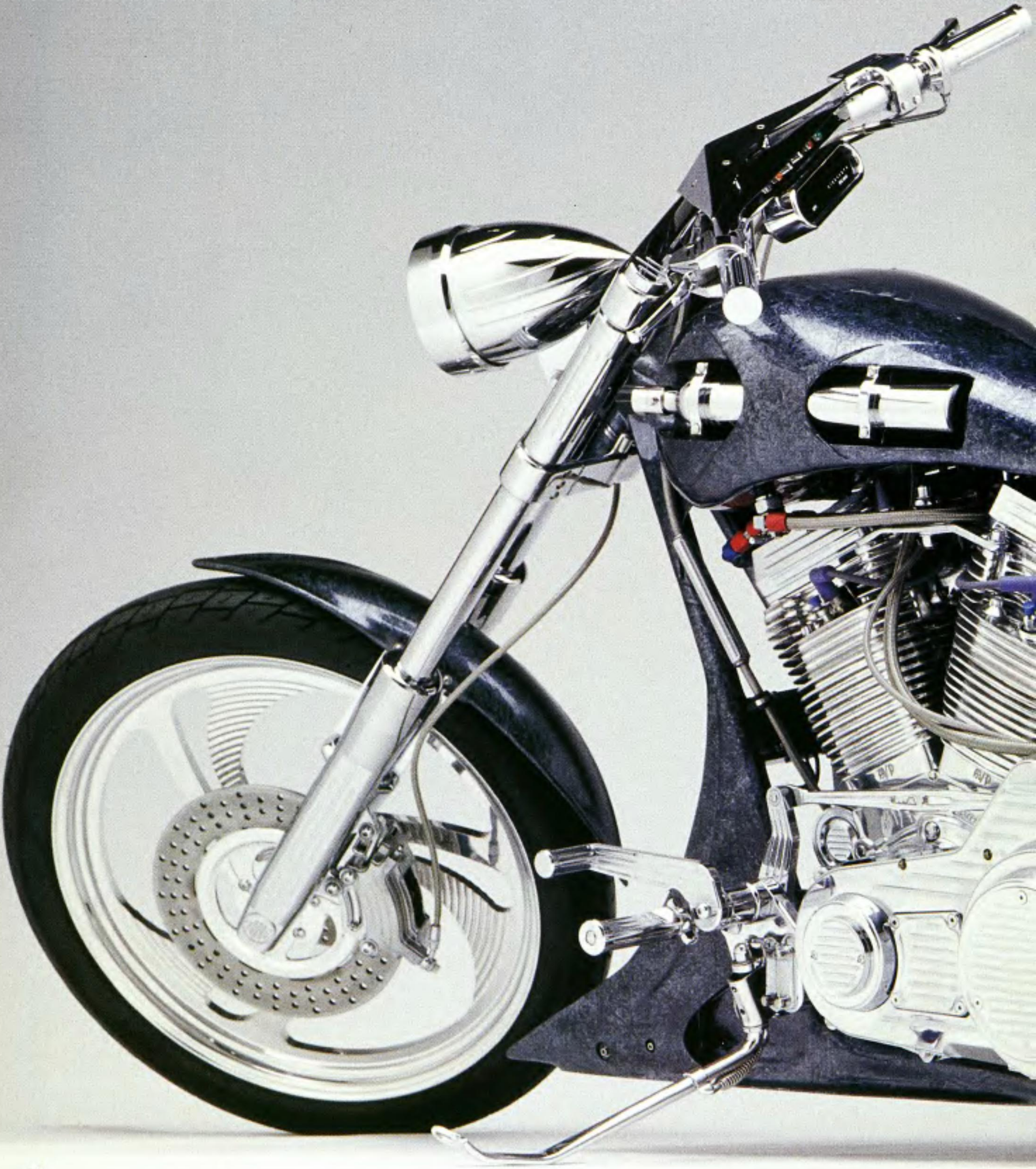
NEW Millennium SUPER Chopper

Sometimes, it just takes sheer determination, combined with an act of desperation to come up a winner. This is the story of such a winner.

One MAN'S chopper is another MAN'S victory



The first time we stumbled across Doug Meshirer was at our bike show in Pomona, California, back in January 2000. Our hard-working staff noticed him, because he and his futuristic two-wheeler wouldn't neatly fill out the regular 10 x 10 spot assigned to him. The Texan had brought wife and friends, and together they confronted our bike-placer person with the this problem: "How do we get all of our display into a little ol' spot like this? It won't fit."

Clearly, Pomona was not Texas.

Once a solution was found, the next problem presented itself toward the end of the show, after all the winners had been announced: although the new millennium super chopper, as the bike was called in true Texan modesty, had placed First in the Specialty Class, it hadn't hit pay dirt. And that's what Doug had aimed for; it's what he had counted on. It was the very reason he had come to Pomona. "We need to be in Columbus for the big show," he lamented. "And I can't do that now, because we have invested every last dime in this bike and coming out to California to win an invitation to Columbus. Now what do we do?"

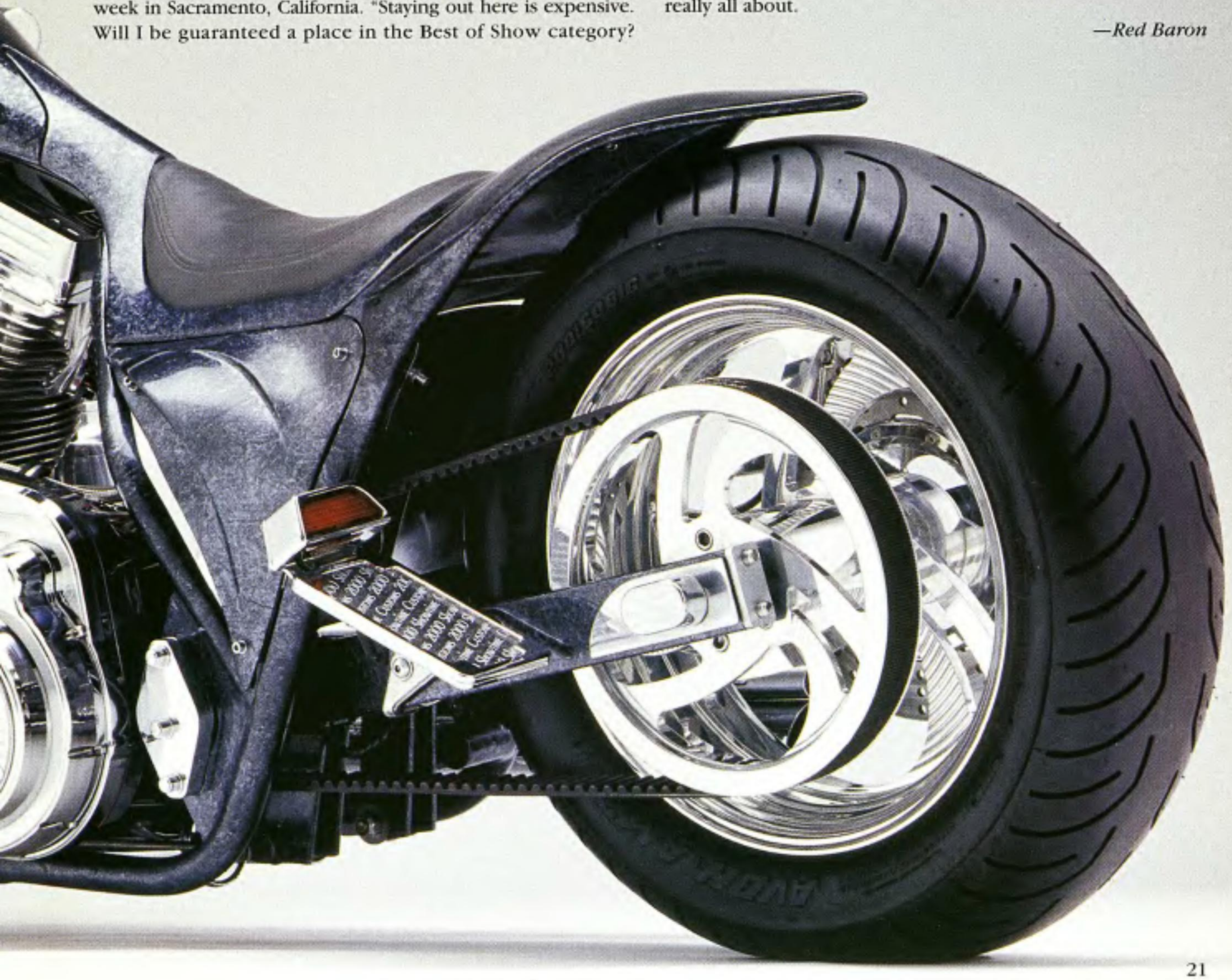
After much deliberation with the Easyriders crew, one staff member suggested hitting the bike show coming up the following week in Sacramento, California. "Staying out here is expensive. Will I be guaranteed a place in the Best of Show category? Or should I go into the Spectator Class?" Doug wanted to know. He already knew the answer to the first question, and at that point, he was left to answer the second and any other questions he might have had, on his own.

The psychics among our readers already know what happened next: Doug and his entourage showed up in Sacramento, finagled an irregularly sized spot for their display, blew away the competition and went on to Columbus, Ohio, to enter the grand finale of our bike show series.

At this point, inquiring minds might ask, "What was so different about Sacramento that didn't happen in Pomona?" Besides the location and the weather, the big difference for Doug was the jury: while in Pomona it consisted primarily of fans of the old-style chopper and those "good ol' days," in Sacramento, more contemporary-minded heads prevailed and appreciated the way Doug's new millennium super chopper pointed the way to the, well ... the new millennium.

Two things about this success story are pretty clear: sometimes it pays to ask for an irregularly sized spot in life. And when acting determined and desperate, it always helps to back that up with a truly mind-blowing sample of what you're really all about.

—Red Baron



Owners: Meshirer/Lawrence
City: Midland, Texas

General

Fabrication: Showtime Customs
Year/make: 2000 H-D
Model: new millennium super chopper
Assembly: Doug Meshirer
Chroming: El Paso Electroplate

Engine

Year/model: 2000 Merch Performance
Rebuilder: it's brand-new
Ignition: Dyna 2000
Displacement: 131 cubic inches
Lower end: Merch
Balancing: Merch
Pistons: Ross 8.5:1
Cases: Merch
Heads: Merch
Cam: Crane
Lifters: V Thunder
Carb(s): H-D CV reworked
Air cleaner: K-N
Pipes: Showtime Customs

Transmission

Year: 2000
Modifications: none

Painting

Molding: Showtime Customs
Painter: Doug Meshirer
Color/type: black, silver marble/ House of Kolor
Special paint: all of it

Frame

Year: 2000
Type: 4130 chromemoly
Builder: Innovator/Showtime
Shocks: Progressive Suspension
Modifications: 42-degree rake, 5-inch stretch, swingarm stretched 3 inches

Accessories

Bars: Showtime Customs
Handlebar controls: Ness
Fender(s): Showtime Customs
Headlight: Ness
Taillight: Taylor
Speedo: Dakota Digital
Dash: Showtime Customs
Pegs: Pro-One
Electrics: Don Lawrence
Foot controls: Pro-One
Gas tank: Independent/Showtime
Oil tank: in frame/frontwing
Oil system: Showtime Customs
Primary cover: Ness
Seat: Showtime Customs
Grips: Ness

Forks

Type: 41mm wide glide
Builder: Pro-One
Modifications: 6 inches over

Wheels

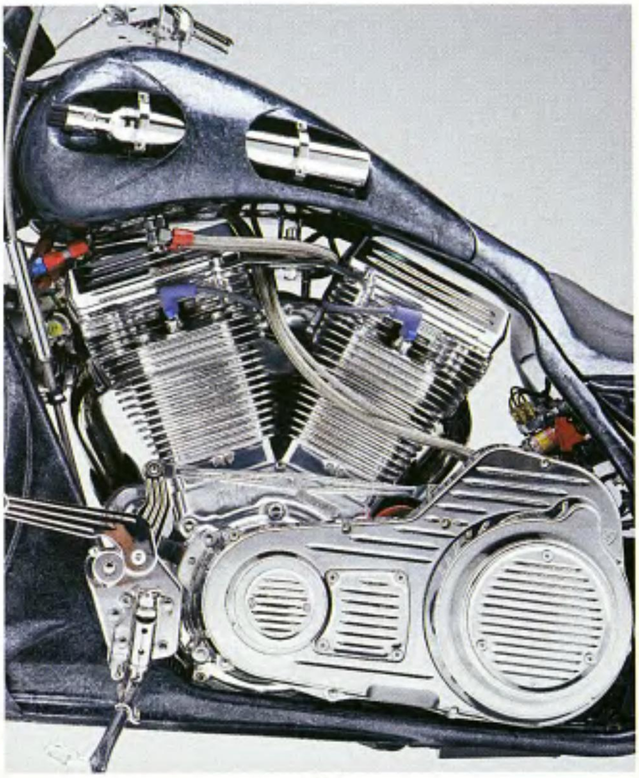
Front

Type: Ego Tripp, chromed
Size: 21-inch
Tire: Avon Roadrunner
Brake: Ness

Rear

Type: Ego Tripp, chromed
Size: 16-inch
Tire: 200 Avon
Brake: Ness

Other special modifications: 24v computer system, supercharged, nitrous, ground effects
Photos: Michael Lichter



Love is grand.
Divorce is a couple of hundred grand.

Fat Boy
The Rockies

ToyRuns2000

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

Toys for Tots
Date: Nov. 11
Place: Decatur; meet at Colonial Mall; ride leaves at 1 p.m.

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Salvation Army Toy Run
Date: Nov. 18
Info: (520) 881-9706

Salvation Army Food Run
Date: Dec. 3
Info: (520) 881-9706

SunRiders Toy Parade
Date: Dec. 10
Place: in Tucson
Info: (520) 762-1644

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

The Famdamily Annual Toy Run
Date: Dec. 2
Place: to the Foley House in Whittier
Info: (562) 923-2093

ABATE Local 13 Manna Run
Date: Nov. 19
Info: (805) 494-3287

Santa Barbara Toy Run
Date: Dec. 3
Info: (805) 965-0251

27th Annual MMA Los Angeles Toy Run
Date: Dec. 3
Place: meet at Griffith Park Merry-go-round at 9 a.m.; leave for LA Coliseum at 10:30 a.m.
Info: (661) 297-6643

LA Skid Row Toy Ride
Date: Dec. 10
Place: starts at Glendale H-D at 9 a.m.
Info: (818) 246-5618 or (800) 866-6601

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

NEFCOM Toy Run & Run for the Pediatric AIDS Foundation
Date: Dec. 2
Info: (904) 387-4163

Delta Chapter/Vietnam Vets MC Toy Run
Date: Dec. 10
Place: St. Petersburg.
Info: (813) 985-9047 or (727) 527-0462

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

HMC/ABATE District 1 Toy Run
Date: Nov. 11
Info: (404) 294-8900

Old Dude Toy Run
Date: Nov. 11
Info: (404) 294-8900

ABATE District 3 Toy Run
Date: Nov. 12
Info: (404) 294-8900

ABATE District 12 Blood Drive and Toy Donations
Date: Nov. 18
Info: (404) 294-8900

ABATE District 13 Toy Run & Food Drive
Date: Nov. 18
Info: (404) 294-8900

ABATE District 8 Toy Run
Date: Nov. 18
Info: (404) 294-8900

ABATE 17th Annual Gus Singleton Memorial State Toy Run
Date: Nov. 19
Place: Atlanta
Info: (404) 294-8900

ABATE Dist. 13 Christmas Parade
Date: Dec. 2
Place: Ashburn
Info: (404) 294-8900

ABATE District 11/ Wingmen MC Toy Run
Date: Dec. 2
Info: (404) 294-8900

ICMS/ABATE District 9 Toy Run
Date: Dec. 3
Info: (404) 294-8900

Hartmans T/F Cycles Toy Run
Date: Dec. 3
Place: Canton
Info: (770) 479-8254

ABATE District 8 Toy Run
Date: Dec. 16
Info: (404) 294-8900

ABATE District 12 Toy Run
Date: Dec. 16
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 842-5530
streetbikersunited.com

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Sid Wood Memorial Toy Run
Date: Nov. 26
Place: Springfield
Info: (217) 544-7954

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Kosciusko County ABATE Toy Run
Date: Nov. 12
Info: (317) 422-8040

Region 13 ABATE Toy Run
Date: Dec. 2
Info: (317) 422-8040

Fulton County ABATE Toy Run
Date: Dec. 3
Info: (317) 422-8040

Warrick County ABATE Toy Run
Date: Dec. 3
Info: (317) 422-8040

St. Joseph County ABATE Toy Run
Date: Dec. 17
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

ABATE District 4 Toys for Tots Run
Date: Nov. 25
Info: (785) 597-5140

ABATE District 15 Toy Run & Chili Feed
Date: Dec. 2
Info: (785) 597-5140

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

North Central KMA/KBA Toy Run
Date: Nov. 18
Info: (800) 68-CYCLE

Bridge To Faith MC Toy Run
Date: Nov. 18
Place: Campbellsville
Info: (502) 935-6092

KMA/KBA Bardstown Dist. Christmas Run
Date: Nov. 18
Info: (502) 348-8342

KMA/KBA Louisville Dist. Toy Run
Date: Nov. 25
Info: (502) 363-NEWS

Vietnam Vets MC Christmas Party
Date: Dec. 2
Place: at the Wilmore Veterans Home
Info: (502) 223-5806

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

Steel Pony Express III Ride to benefit Children's Hospital of Louisiana
Date: Nov. 3-5
Info: (877) 991-RIDE

ABATE Food For Friends Run
Date: Nov. 19
Place: Lafayette
Info: (800) 393-5966

ABATE Cajun Chapter Toys for Tots Run
Date: Dec. 2
Place: Lafayette
Info: (800) 393-5966

ABATE Toy Run
Date: Dec. 10
Place: New Orleans
Info: (800)431-7231

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

ABATE Reg. 19
Holiday Charity Event
Date: Nov. 5
Info: Joe (248) 693-6068

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

Run To Feed The Hungry
Date: Nov. 11
Place: ends at The Steelhorse Saloon
Info: (601) 442-2509 or (318) 336-9446

Run To Feed The Hungry
Date: Nov. 12
Place: Blue Cat Lounge
Info: (601) 442-2509 or (318) 336-9446

River Cities/Natchez Toy Run
Date: Nov. 26
Info: (601) 442-2509

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825
Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

ABATE NW Chapter Toy Run
Date: Dec. 2
Info: (775) 623-0822

Nevada County Food & Toy Run
Date: Dec. 9
Info: (530) 470-0697

Christmas For Kids Toy Run
Date: Dec. 12
Place: Elko
Info: (775) 738-6675

NEW HAMPSHIRE
New Hampshire Motorcyclists Rights Organization
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

NORTH CAROLINA
Concerned Bikers Association
Info: (910) 866-5434

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

Central Oklahoma ABATE Toy Run
Date: Dec. 10
Info: (405) 936-7433

OREGON
ABATE of Oregon
Info: (503) 285-4329
ABATE Washington Co. Chapter Toy Run
Date: Nov. 18
Info: (503) 640-5756

South Coast Food Drive
Date: Nov. 19
Info: (541) 888-8081

Shriner's Toy Run
Date: Dec. 2
Info: (503) 771-0188

Salem Toy Run
Date: Dec. 10
Info: (503) 362-9136

South Coast ABATE Toy Run
Date: Dec. 17
Info: (541) 888-8081

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

BACA Toy Run
Date: Nov. 12
Place: Darby
Info: (888) 635-1548

RHODE ISLAND
Rhode Island Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

The United Toy/Poker Run
Date: Nov. 11
Place: starts at the Sports Page in Irmo
Info: (800) 849-0996

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tennessee
Info: (615) 883-5024

Smith/Wilson Toy Run
Date: Nov. 4
Info: (615) 907-0304

Volunteer Toy Run
Date: Nov. 4
Info: (615) 907-0304

Hwy. 41 Toy Convoy
Date: Nov. 5
Info: (615) 907-0304

Southwest/Chester Toy Run
Date: Nov. 12
Info: (615) 907-0304

Upper Cumberland Toy Run
Date: Dec. 10
Info: (615) 907-0304

TEXAS
Texas ABATE Confederation
Info: www.bdeweb.com/abate/

TMRA II
Info: (512) 459-6777

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Alisa Kerle Memorial Toy Parade
Date: starts at Roy Steakhouse & Saloon at noon
Info: (360) 458-2247

OTR Coalition Olympia Toy Run
Date: Dec. 2
Info: (360) 943-9129

ABATE Tacoma Chapter Toy Run
Date: Dec. 9
Info: (425) 643-9675

ABATE North Kitsap Chapter Toy Run
Date: Dec. 9
Info: (360) 377-4350

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425
www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983
www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
British Columbia Coalition of Motorcyclists
Info: (604) 580-0111

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

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land speed records...

Carl's Speed Shop Sets Six Land Speed World Records At Bonneville

After being away from The Salt at Bonneville for five years, Carl Morrow and Carl's Speed Shop came back with a vengeance, setting six world Land Speed Records on Twin Cam Sportster-powered Harley-Davidsons. Doug Morrow piloted the Carl's Speed Shop 113-cubic-inch (1853cc) Sportster for the fastest one-way speed in the ABS/PG 2000 Class at a mind-melting 178.248 miles per hour, with a two-way average of 166.986 mph.

Doug also took their 99-cubic-inch (1634cc) Sportster-powered "Top Gun" bike for the following record-setting runs: the MPF 1650 record at 158.309 mph, MPs/pG-1650 record at 158.948, and MPF 1650 record at 163.245 mph. His fastest one-way speed was 164.519!

Longtime Harley racer Warner Riley piloted Carl's 95-cubic-inch (1550cc) Twin Cam street bike, setting two world records in the Mps/PF-1650 Class at 157.604 mph and 156.738 mph, respectively. The street-ridden 1999 Dyna FXD Twin Cam is typical of the many Harleys Carl's modifies daily for their customers.

These records were all set with naturally aspirated engines run on gasoline and *no* power-added boosters such as nitrous oxide. Special thanks to Carl's crew chief, mechanic, and tuner Serge Torres; mechanic Ted Reigel; and driver and mechanic Larry Russell for getting the job done; and Tim Janzak for pitching in between heat strokes. Congratulations, Carl and Doug!

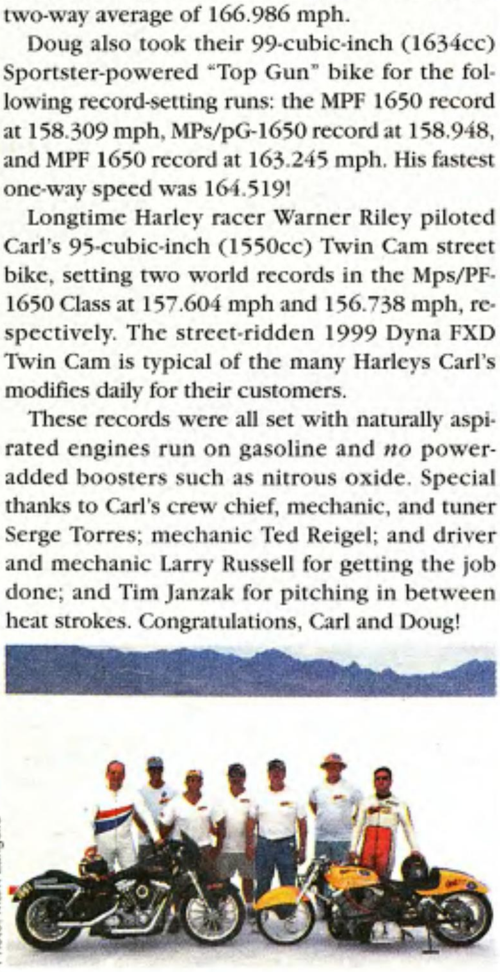

Photo: Mark Langello

and then some...

Buell Gets Three At Bonneville

Photos: courtesy of Buell

Buell Brothers Racing pilot Terry Michael set three Land Speed Records on The Salt this August. These included the MPS-PBG (Modified Partial Streamlined-Pushrod Blow Gas) 1350cc Class with an average pass of 166.173 mph on the three-mile track. Michael did it aboard a turbo-charged 1200cc Buell S-2. Earlier in the week he did it one better with an average pass of 162.92. Buell and Mr. Michael also set the Land Speed Record for the P-PPG (Production Pushrod Gas) Class with a stock 1995 Buell S-2 averaging 150.167.

In the P-PPG 500cc Class, Keith Kardell broke the world record by averaging 99.489 mph on a stock production model Buell Blast. The previous record was 98.574, making the little Buell wonderbike the latest and greatest Buell road warrior at Bonneville. —*Phantom*

of special interest...

Bless Them Bikes

The second annual Blessing of the Bikes, sponsored by the Dakota Legends Motorcycle Club, was held Sunday morning, August 6 on Main Street, in Platte, South Dakota. This event prepared bikes and riders for the last leg of their trek into Sturgis for this year's 60th Rally and Races. Father Paul Josten of St. Peter's Catholic Church did the honors this year. Free-will donations to renovate the community center totaled $5,727 with more money donated by Aid Association for Lutherans and the promise of $5,000 in additional matching funds from Dakota Legends club members.

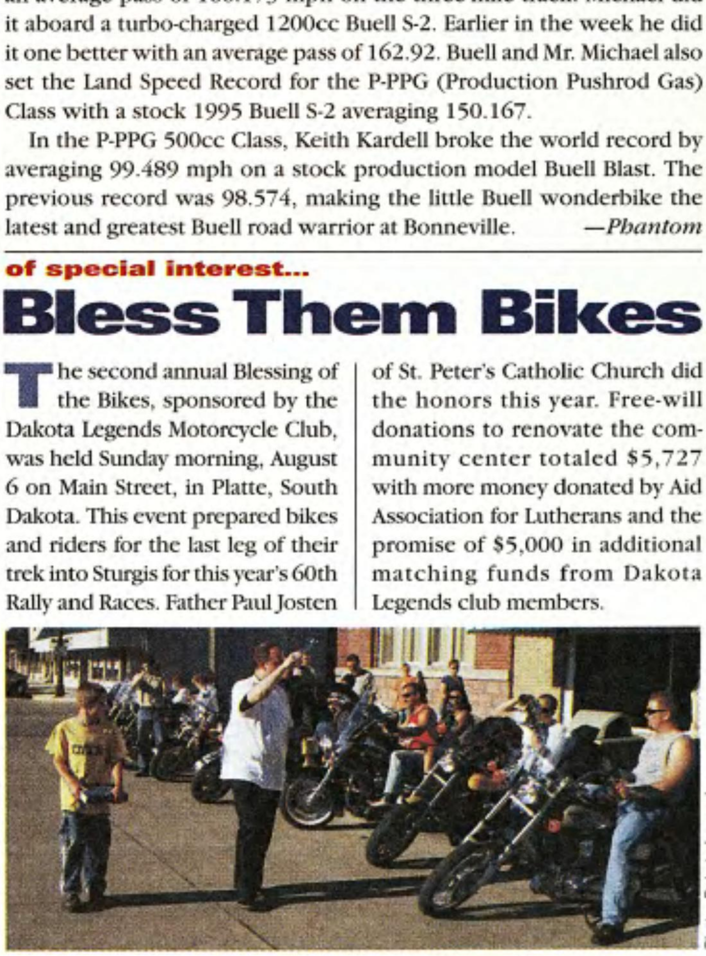

Photo: Dakota Legends

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customization

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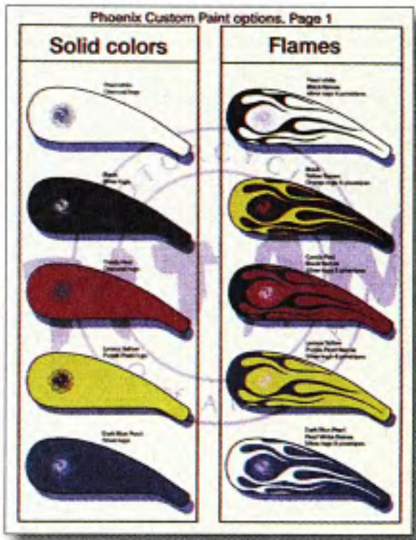
During Sturgis, Titan revealed their latest and greatest version of the faithful Phoenix motorcycle with several exciting changes. The new Phoenix Custom offers a full line of upgrades so that you can make your scoot uniquely your own. Most distinctive are the choice of custom paint schemes that you can put together. Pictured here are some of the paint options available. Choose your colors, then add flames, scallops, splash graphics, and logos to taste. Flames and scallops add $1,000 to the base price of $24,995, and special splash graphics add $1,500. Call Titan for details: (602) 861-6977.



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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

coast-to-coast

Biker News

REDUCED SPEED AHEAD: "A voluntary top-speed limitation, spurred by the threat of European regulation, ends the top-speed race for good," reports Aaron P. Frank in the August issue of the industry publication *Motorcycle Product News*.

According to Frank, following the public release of the much-anticipated Kawasaki ZX-12R, rumored to top out at 197 mph, independent testing revealed a much slower 187 mph. Meanwhile, the 2000 Suzuki Hayabusa, supposedly unchanged from '99, was 6 mph slower than the previous year's model.

Although motorcycle manufacturers have refused to officially comment on this slow-down, "it has become apparent that this year's largest-displacement superbikes have been electronically restricted to limit their top speeds. While representatives of the American branches of Kawasaki, Suzuki and Honda declined comment and deny knowledge of any restrictions, numerous sources have reported that the major Japanese and European motorcycle manufacturers have signed voluntary limits and have agreed to end the top-speed race," claims the *MPN* article.

Buckling under to pressure from European safetycrats who threatened to regulate top speeds, motorcycle manufacturers reportedly met and agreed to set the voluntary speed limit at 185 mph for 2001, with further reductions over the next few years leading to an eventual 155 mph limit, which is currently adhered to by automobile manufacturers.

Even most motorcyclists would agree that nobody really needs a 200 mph crotch rocket, but groups like the National Coalition of Motorcyclists (NCOM) have been warning American riders for years of impending European regulations aimed at harmonizing vehicle standards worldwide, and speed governors may be the "first shot" in a long battle. Stay tuned, and keep your powder dry.

MOTORCYCLE AIRBAGS ARE HERE!
From the land of the rising sun comes the latest in motorcycle safety technology—if not the most controversial—as Honda's fleet of Advanced Safety

Vehicles includes a Gold Wing touring bike equipped with an SRS airbag system.

The Gold Wing GL1500 Interstate is equipped with a tank-mounted airbag system that Honda has been developing for some years.

Theoretically, airbags for motorcycles could reduce rider-ejection speeds through airbag deployment and could lessen injuries to riders caused by contacts against other vehicles or road surfaces in accidents. But Honda researchers caution that the motorcycle airbag system has both potential benefits as well as some adverse effects, and further research and development is needed.

POLICE SHOOT BIKER FOR NOT WEARING A HELMET: An airbag wouldn't have saved the life of an Italian youth who was recently shot to death by police for riding his scooter without a helmet. Seventeen-year-old Mario Castellano was fatally shot in the back July 20 when he attempted to run a police checkpoint set up in Naples to enforce a new law mandating helmets for Italy's nine million scooter and motorcycle riders. The young rebel refused to wear a helmet because it ruined his gelled hairdo, and he ran the checkpoint because he didn't want to be ticketed again as he had been repeatedly before the shooting for flouting the recently enacted helmet law.

The killing provoked scattered riots, calls to boycott helmets, and several vigils. Upon hearing of the shooting, friends and family of the dead biker stormed the police station, destroyed police vehicles, and came to blows with the police themselves. More than 1,500 angry mourners attended the boy's funeral.

Policeman Tommaso Leone was arrested on suspicion of homicide, and is being held without bail in a military prison. He claims the shooting was an accident, but reconstruction of the incident showed that Leone had fired at the teenager after failing to catch him. Interior Minister Enzo Bianco called the shooting unjustifiable and promised to bring the circumstances of the case to light.

Italy was the last country in Europe to pass a helmet law for scooter riders, and since March police have had problems implementing the helmet law as fashion-conscious Italian youth refuse to wear them.

FIT FOR A KING: When motorcycle enthusiast King Abdullah Bin Al-Hussein of Jordan visited San Francisco in June, he requested to go on a scenic ride around the Bay Area. To accommodate the King, the San Francisco Police Department let him dress in a police uniform and ride one of the city's Harley-Davidson police bikes. According to the *San Francisco Chronicle*, King Hussein was escorted by three motorcycle officers and a member of the Secret Service, also on a borrowed SFPD motorcycle.

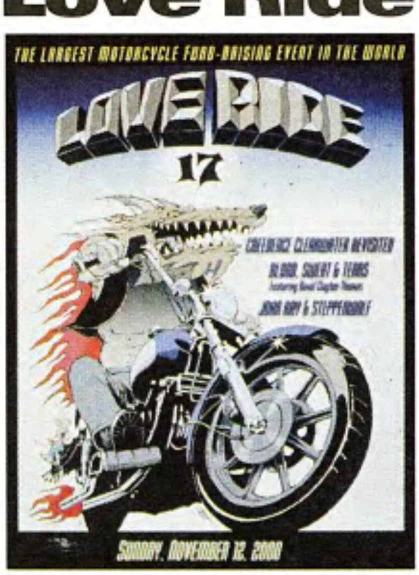
QUOTE OF THE MONTH: "If there is anything which it is the duty of the whole people to never entrust to any hands but their own—that thing is the preservation of their own liberties and institutions."

—Abraham Lincoln

— Bill Bish, NCOM

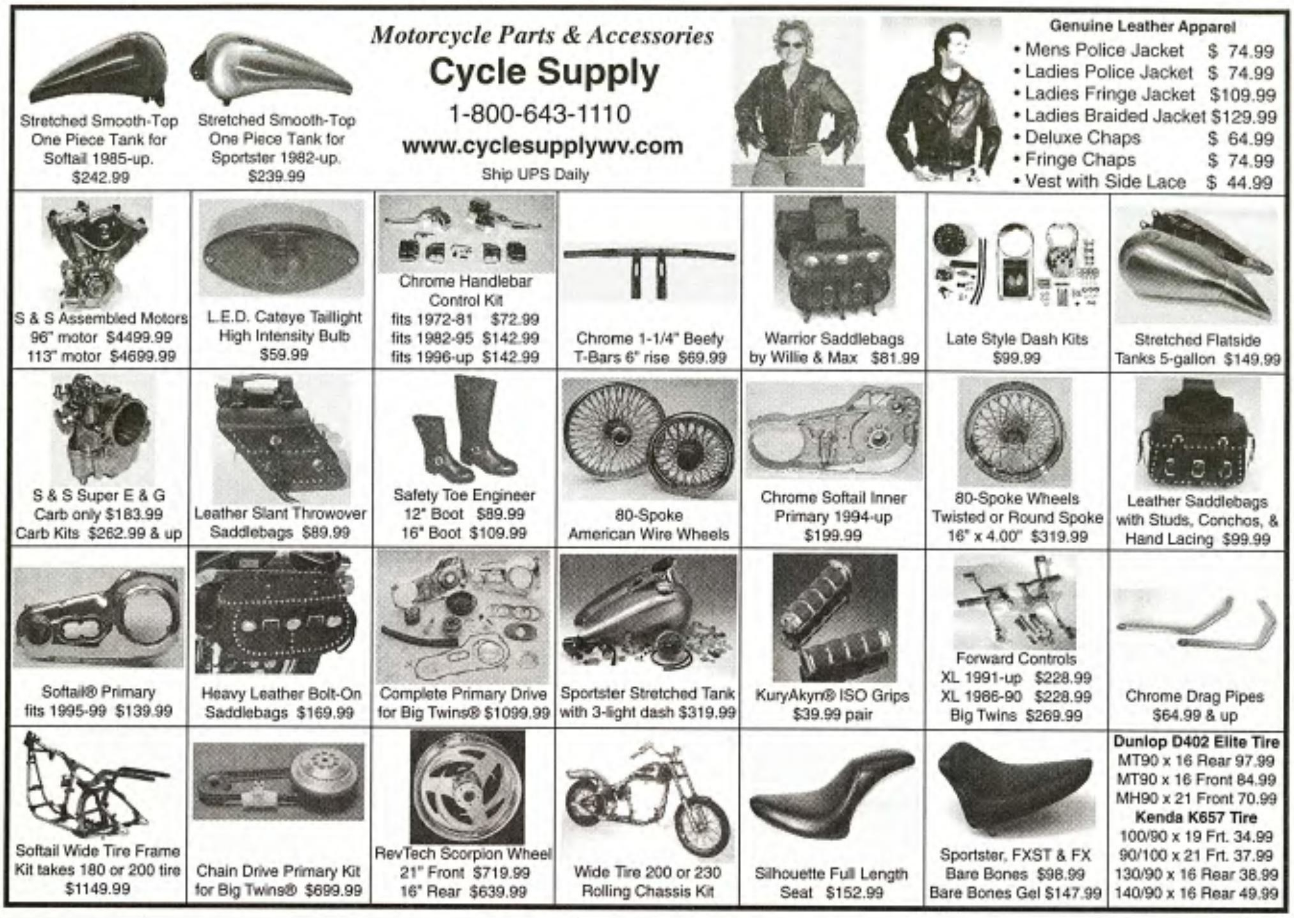
events

Love Ride



It's that time of year again, and this year's Love Ride 17 promises to be the biggest ever! Starting off with a concert by John Kay & Steppenwolf on Sunday, November 12, every riding celebrity imaginable will join Jay Leno and Peter Fonda to ride from Glendale Harley-Davidson out to beautiful Castaic Lake where Tony Roma's barbecue will provide lunch for 20,000 riders before the big Credence Clearwater Revisited concert along with Blood, Sweat & Tears!

Proceeds go to Reading by 9 and MDA. Call (818) 246-5618 or visit their Web site: www.loveride.org.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two-wheeled tidbits

Spanning the biking globe...

Lightning: Summer means hot weather and lots of outdoor stuff like riding motorcycles. Unfortunately, it also means being exposed to the dangers of lightning strikes. More than 40 percent of deaths caused by lightning happen in open areas; eighteen percent occur under trees and 14 percent on boats.

In the United States in '98 there were 44 reported lightning fatalities and more than 6,000 lightning fires. It's said to be 25 percent of home owner insurance claims in the summer, especially in the South. Just something to think about when outside and things get to feeling funny. In other words, seek shelter inside if you can!

Kankakee, Illinois: A judge barred a motorcycle festival scheduled for the 4th of July weekend, because of violence that has marred past events. Chicago promoter Richard Barnes had planned to hold the three-day festival that weekend at the Kankakee County Fairgrounds, but Kankakee County Sheriff Tim Bukowski, went to court to stop the party. Barnes said he would hire security people and post a bond for the event but was ignored by the court.

Six miles down I-57, the village of Chebanse canceled its Independence Day picnic and fireworks, fearing an invasion of bikers.

Brazil: From January to May 2000, Brazil exported 22,221 motorcycles, a huge 111-percent growth compared with 1999, when it reached 10,537. According to the industry association Abraciclo, the prediction is to end the period with the sale of 45,000 to 50,000 motorcycles, versus a 32,600 sold in 1999. Major Brazilian bike consumers in the international market are Mexico, Argentina, and the U.S. From January to May, the sector produced 255,423 units, a 29-percent growth compared with 1999.

Cario: The Egyptian Environment Affairs Agency has decided to make good use of methane generated from landfills of organic and agricultural waste to get electric energy and operate light transport, especially motorcycles. If the project is successful, it will be done nationwide. The next thing we know we'll be plugging into our scoots every time we eat boiled eggs and beer.

Pakistan: Here's a good reason to keep your ride in shape: According to the Chinese news agency Xinhua, a motorcycle in Pakistan broke down on the road, coming from Afghanistan. The rider tried to hide the bike in a sand dune, but the cops saw it, checked it out, and found 30 kilos of hashish on the bike! They're still combing the hills for that biker. See, it pays to do that preventive maintenance, folks!

—Gunny,
Oregon AIM Chief of Staff

posters

Big Buck Bids For Harley Posters

Got room on your wall for another Harley poster? Got $5,000? If so, hop on your scoot and shoot for New York City where a collection of rare motorcycle posters—some dating back to the 1920s, like the one pictured here—are being auctioned on Nov. 12th, 2000. It's part of what is being billed as "the world's largest poster auction." Actually, you don't even have to be present to bid on any of the 10 featured motorcycle posters. You can view the posters online at: www.posterauction.com. For info call (212) 787-4000.

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stray parts

Feed Your Head

What's in a name? Plenty, when you consider this interesting but useless factoid that crossed my desk earlier this week: Of all U.S. Presidents to date, only two have names which include all the letters in the word "criminal." The first was Richard Milhous Nixon, and the second, natch, is William Jefferson Clinton.

Which brings us to the presidential election presently at hand. This issue will be hitting the stands a mere week before Election Day in November, and I sure as hell hope you're registered to vote, brothers and sisters, because it's the single most important thing we as Americans can do every four years: kick a little political ass. Our forebears enriched the soil we walk on today with their own blood-gouts, sacrificing themselves for the birth of this once-greater nation, so let's all shave 30 minutes of complacency off our everyday routines and rekindle that hard-won spirit of demanding public accountability. That's this Tuesday, November 7.

By the way, why the hell is Election Day the first Tuesday after the first Monday in November, anyway? Glad you asked—shows you actually give a damn about the background of our country, which was once scoffingly and widely dismissed as a "grand but foolish experiment." The timing of Election Day harks all the way back to 1845, when America was a predominately agrarian society, and farming was the heartbeat and pulse of this nation. It therefore followed that November—after the last harvest had been taken in and the last ham had been salted down and smoked—was the most opportune time for the majority of U.S. citizens to hit the roads to get to the polls.

Those rustic thoroughfares were unimproved back then, remember, and the distance these people had to travel over them—by horseback, mule, horse-and-carriage, or even shanks' mare—was considerable, often taking a full day or more. That blew Monday right out of the saddle, so to speak, since it would mean cutting into a Sunday, which was traditionally set aside for churchgoing and socializing.

Finally, why the first Tuesday after the first Monday In November? Chiefly because November 1 is All Saints Day, a Holy Day of Obligation for Roman Catholics, and besides, the first of the month was when most merchants habitually balanced their books for the preceding month, and Congress then (unlike today) wanted to have as many people as possible show up at the polls to cast their ballots.

Troops, I'm not just spewing out an arcane history lesson here; the point is that our predecessors knew it was of paramount importance that we, the people, exercise our selective power to keep our elected yoyos on their toes, so they made it as hassle-free as possible, knowing that the loss of our nation's integrity would be the price we'd pay for voters' nonparticipation. And I'll tell you something before hopping off this creaky soapbox: they were damned right about that. Just look around.

So I'll be standing right next to all of you at the polls on Tuesday—we can take turns watching each other's scooters out in the parking lot, okay?

Now to the really important stuff: tits and men's health. Ever notice how we bikers seem to somehow stay in fairly respectable shape, even those of us who don't haul our asses down to a gym two or three times a week? Well, Matilda, modern science has once again solved another baffling biological mystery. According to a recent article in the respected *New England Journal of Medicine*, a five-year study has found that those of us bros who are in the habit of ogling women's boobs for at least 10 minutes receive all the health benefits of a half-hour aerobics workout. Bazongascoping, it turns out, gets the heart pumping and improves blood circulation, effectively lowering our long-term heart pressure and pulse rates, thus cutting our risks of heart attacks and strokes by half.

"There is no question that gazing at breasts makes men healthier," reports Dr. Karen Weatherby, who oversaw the German study (the Journal makes no mention of the doc's hooter size). "We believe that by doing so consistently, the average man can extend his life four to five years," she adds, so there you have it, ladies. Do your part to keep us bros healthy, hale, and hearty—air out those halter rockets for all of us.

That's my patriotic rant and my public health service bulletin for this lap around the oval, troops, so I'm blowing outta here and getting immediately started on my new personal-fitness program. Until next month, hang loose (and I mean that literally, ladies). *—Savage*

investment news

Two-Wheeled Investor

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HDI	HARLEY-DAVIDSON	1986	48.313	9/19/00	50.620 - 22.530
PII	POLARIS/VICTORY	1996	36.125	9/19/00	40.120- 25.560
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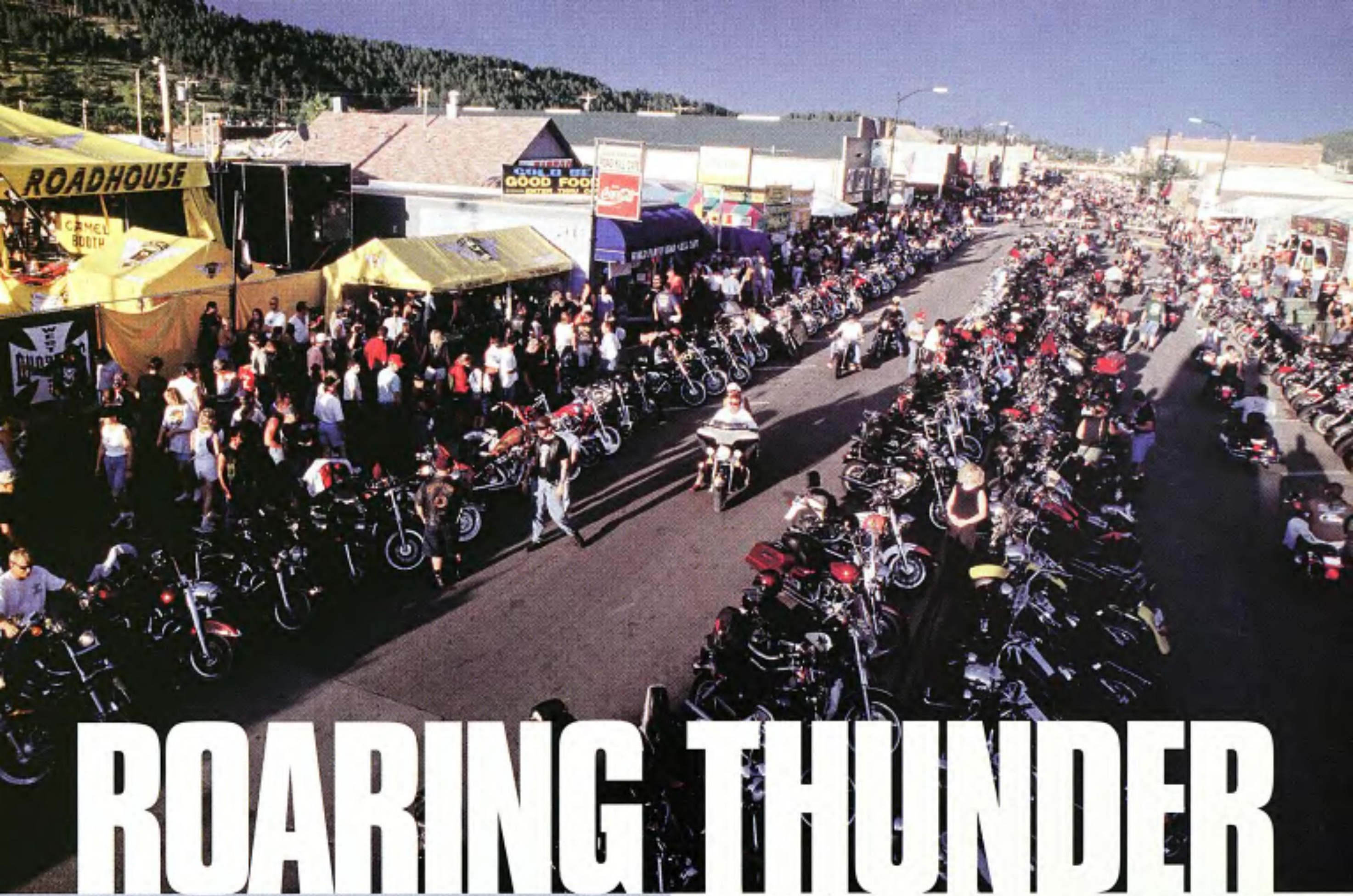

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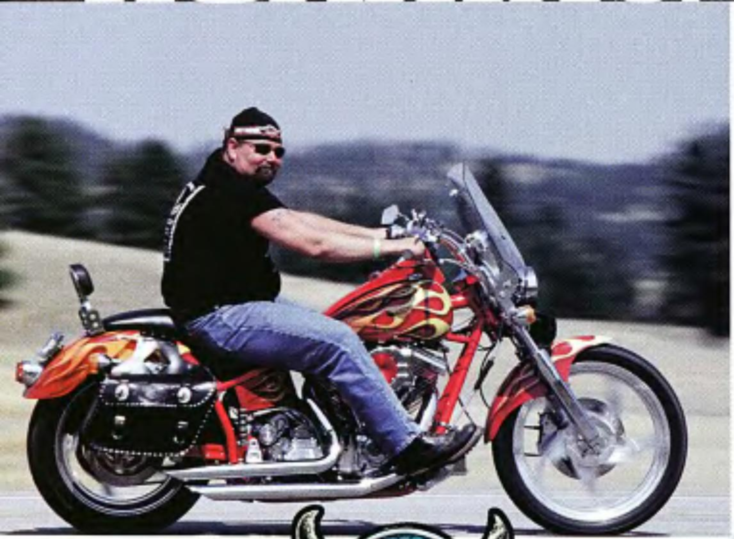


Welcome to BIKER WORLD, please stand on the double yellow line, keep your hands to yourself ... thank you. Here's your authentic biker Official Sturgis Rally and Races T-shirt ($21.95), matching biker bandanna for that real macho biker look ($8.95), genuine Rally bumper wiper ($3.95) and a fake earring. Remember that the tram picked you up at the Pappy Hoel section of our parking lot and, again, welcome to BIKER WORLD ... have a nice simulated ride.

The year 2000 brought out more than 650,000 people to bask in the glory of the Black Hills for the 60th Sturgis run, and with few exceptions, none of them could ride ("Just keep dragging your feet, Martha; we'll be through the gravel soon."). There were station wagons and mini-vans full of families hurrying in to experience this Disneyesque Biker Theme Park where everything is safe and nothing can go wrong–go wrong–go wrong.

60th Sturgis Rally & Races

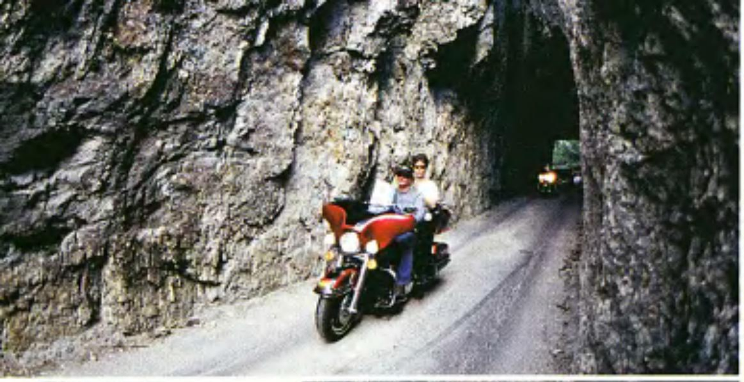
From the Crazy Horse Monument to Mount Rushmore, from Rapid City to the Devil's Tower, from Deadwood and Spearfish to the main drag in Sturgis itself, an endless parade of cars, trucks, trailers, and motor coaches moved at a snail's pace, all filled to overflowing with folks hoping to get a hit of "coming home to Sturgis—biker central."

Many of the new breed of biker didn't seem to know what to do once in Sturgis; they'd just stand on the street corners and look around as if to say, "Where's the party?" Here's a clue, brothers—you are the party!

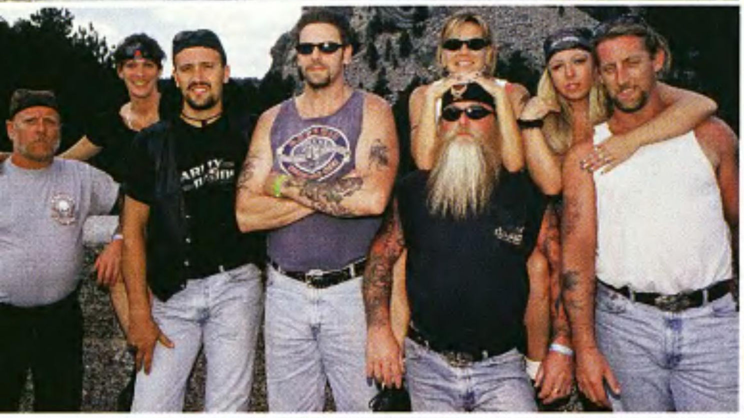
I pointed out City Park (where the real partying began many years ago) to one new rider and he said, "What's that?" Never mind. Don't get us wrong; Sturgis was a blast as always, and if you know where to party you can avoid the crowds and kick back with old scooter tramps for a cold beer and warm laughter (but I'm not telling the location).

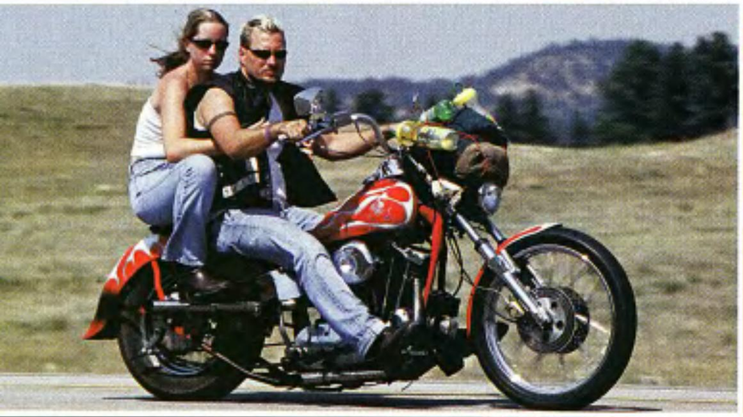
The Jackpine Gypsies started this wing-ding some 63 years ago (there were a few years that the rally didn't happen during WWII), and it began as just a few friends and some wild racing. Even with more than 650,000 in attendance this year, you could still get a seat at the half-mile races and even meet Mrs. Hoel. Bob Moore of the Gypsies is always on hand with a warm smile and a cold beer for rally-goers down at the VFW Hall on Main Street. He's seen 'em all come and go down through the years and told us that the way they figure attendance is obviously not by counting motorcycles but by how much trash has been picked up—650,000 equals a *lot* of scooter trash!

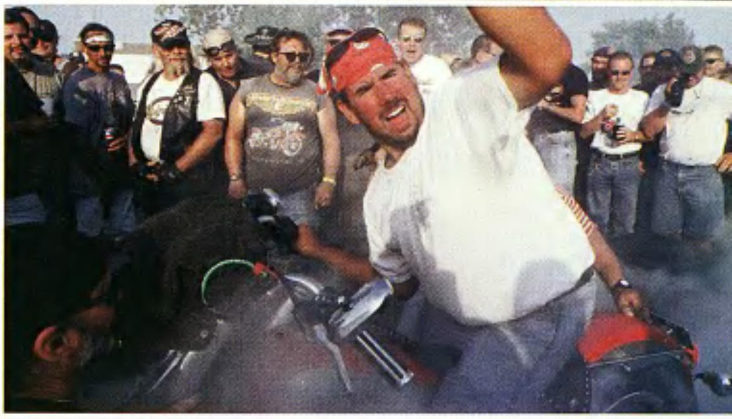
Besides the constant parade of bikes in every configuration and more woman riders than ever (you go, girls!) all the aftermarket and motorcycle companies in the world were on hand to show their wares.

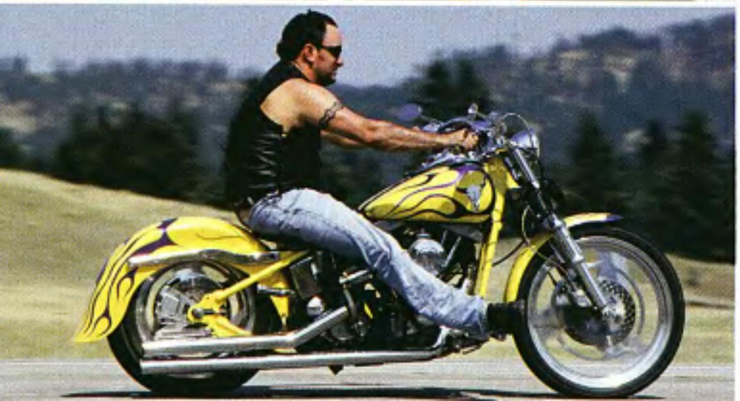


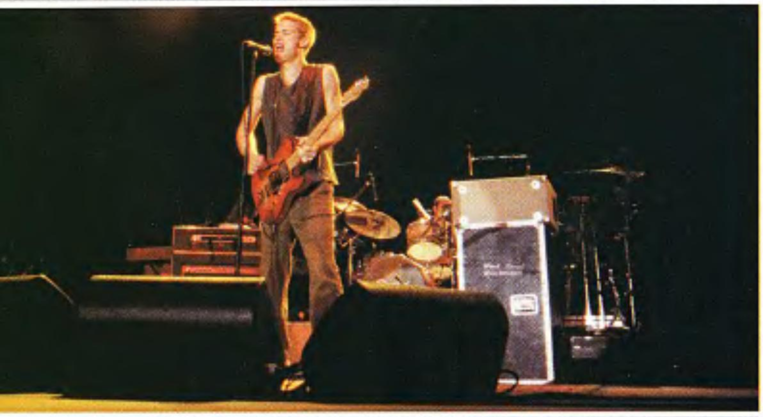
THROTTLE
SALOON
Joe Teresi
BANG OIL

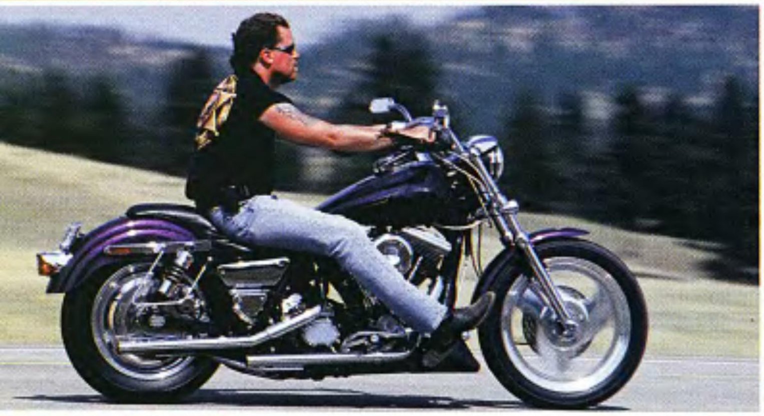












FULL THROTTLE
SALOON
PRE-STAGE
STAGE

STURGIS
US

We saw a new Victory Touring Model; two new American Ironhorse models for under 22K; a new Titan Phoenix, which comes in your choice of many custom paint schemes; two great new limited-edition Harleys; the new Ford/Harley truck, some surprises by Indian; and god bless Excelsior-Henderson—they were hangin' in there and offering demo rides (details on all this and more in our Hot Sturgis News section page 53).

J&P houses the great National Motorcycle Museum, and the Easyriders/J&P Giveaway Bike was on display out front. Camel Roadhouse featured nonstop bands and some way cool new scoots by Ron Simms and Jesse James; Paul Yaffee had a bitchin' li'l barhopper on display over at Custom Chrome; Chica was showin' off his latest at Chrome Specialties; and everybody was smilin', makin' friends, and takin' orders.

As for partyin', there was every flavor imaginable, from mild family fare to wild kick-ass party-till-ya-puke madness. Name your poison. Out at the Full Throttle Saloon on Wednesday we had a 30th Anniversary Party for *Easyriders*, where the amazing Teresi Dyno-Drag truck was a big hit, along with the *Easyriders* Streamliner and pilot Dave Campos (celebrating our 10 anniversary of the World Land Speed Record). Other rowdiness included a motorcycle rodeo, burnout contests, ride-in bike show, and great bands including the legendary Commander Cody and his Lost Planet Airmen.

Here are but a few other highlights of the week: the Hall of Fame breakfast in Spearfish where our own beloved Rip was inducted as well as Senator Dave Zein, Peter Fonda, Joe Parkhurst, Kenny Roberts, and Mike Corbin; our ace photog Michael Lichter's "20 Years of Sturgis" photography show in Rapid City on Tuesday night; Victory's industry party to unveil their new touring bike and a wild creation by builder Don Hotop; the legendary Rat's Hole Chopper Show in City

Park on Friday; Peter Fonda Day and a Cher ride out at the Buffalo Chip put on by the Joy Foundation, dedicated to helping the youth of our country; and Kaptain Robbie Knievel actually jumping the stage out at the Chip on Wednesday night (whatta rush!).

Favorite night spots to get down included the Full Throttle, the Broken Spoke Saloon, One Eyed Jack's, The Boot in Rapid, and for slithering naked cowgirls, there's no place like Shotgun Willy's. PACE Motorsports had a bunch of monster trucks throwin' gravel around, and there was every kind of racing imaginable, from the ADBA drags and motocross, to legendary hillclimbs, short track, half mile, and more.

If you didn't have a kick-ass time, you weren't trying. And after a night of partying, the grandmas down at the First Presbyterian Church in Sturgis were always ready with a genuine smile, all-you-can-eat pancake breakfasts (over 4,000 served this year), a "welcome back," and a "be safe and come see us again."

Sure, we could get political and tell you horror stories about local government greed and corruption, local business price gouging, police battle stories, number of arrests etc., but this is supposed to be an entertainment magazine, right? Let's just say that no matter what you are into, you could find it in Sturgis this year—the good, the bad, and, yes, the ugly. People were amazingly patient at Sturgis. With all the lines for food, all the overheating of V-twins sitting in endless traffic, and all the press of humanity (put too many rats in a cage and they'll eat each other), everyone was incredibly patient ... or was that glazed look the sedated stare of cows led to slaughter, marching to get their fix, lost in an endless cue-line for the Bikers of the Black Hills Ride at BIKER WORLD?

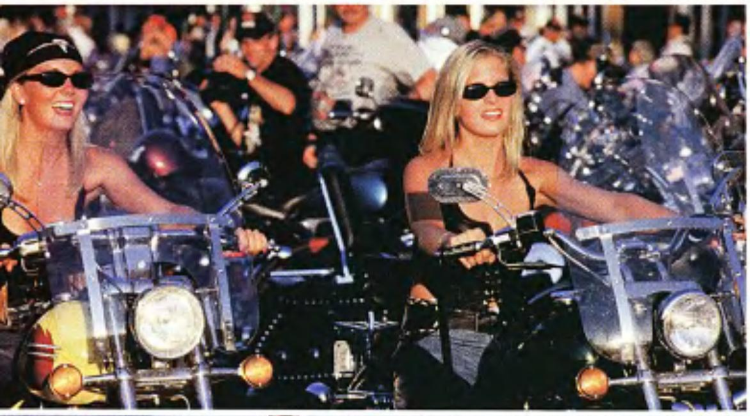
—Phantom

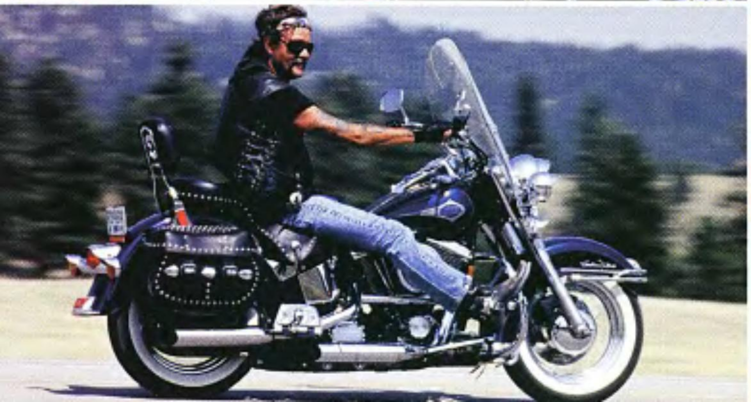
Photography by Michael Lichter

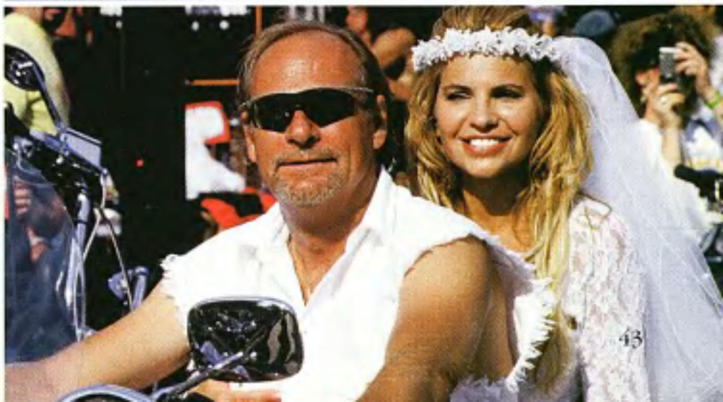
SALOON

REVELS

OUR SPECIAL OFFERS
ROADHOUSE







WILL ROGERS

We begin this edition of Tech Letters with a few wise words from America's very wise Will Rogers: "Good judgment comes from experience, and a lot of that comes from bad judgment."

"If you're ridin' ahead of the herd, take a look back every now and then to make sure they're still there."

And finally, "Remember, don't squat with your spurs on."

And now ... *Easyriders* proudly bring you the Tech Letters.

OFF LINE

I'm having a problem with my '95 Heritage Classic. The auto fuel shut-off vacuum line wants to fall off and stop me dead in my tracks. This has happened to me a couple of times. I have talked to other people and they don't seem to know anything about this one. Both times this happened I was doing the same thing, riding home from just having my bike serviced. The bike ran fine going there. What type of problem am I looking at?

D.A.
North Idaho

Get a new dealer to work on your bike. Does the line stay put after you hook it back up? If so, definitely have another dealer work on your bike.

Many moons ago, the dealer I bought my first Harley from worked on my bike and cracked off two lifter block screws in the case. That stopped any dealer from ever working on anything I have owned since. If the bike runs well with the hose hooked back up, I wouldn't worry about it.

BUCKET BIKE

I would love to own my own American-made bike. Do you know the address to Barnett Harley-Davidson in El Paso, Texas? I'd like to write to them and see if they have any special financing for inmates. I don't need anything fancy or new; it can be one that needs a little work to get it on the road, and it can be in a lot of buckets if it has to be.

Glen Gorenflo
Lakesville, Mississippi

Sure thing, brother. Barnett H-D: 8272 Gateway East, El Paso, TX, 79907; (915) 592.0666.

BREMBO BELIEVER

A while back you listed the address of a place I could buy Brembo brakes. I called the place recently and they are no longer the distributor for Brembo. Do you know where I can still buy them?

Dave Mallett
Seattle, Washington

The old distributor was Slater Bros., up in your state in a small town called Mica. As you found out, that is no more; fortunately, there is a new distributor. The place is called Frenotec (P.O. Box 56951, Jacksonville, FL 32241; (904) 260-6573, (904) 288-9488 fax; www.frenotec.com) and the lady you want to talk to is Debbie Herrera.

Also, we hear White Bros. is carrying some mighty shiny Brembo calipers and rotors to fit Harleys. Call 'em at (800) 854-1899.

KICKER CRAP-OLA

I have a '72 Ironhead 1000cc Sporty that just had the top end done. Prior to this, the kickstarter was slipping ... ouch! So, a complete kicker ratchet assembly complete with new kicker crank was installed. Now, it doesn't slip, but I only have half travel on the kicker. It only engages about half-way down. Is this normal? If not, what needs to be corrected?

Panda
Houston, Texas

It sounds to me like the clocking on the kicker crankshaft. Check an H-D service manual for the specifics. The only kicker manual I had handy at the time I answered your letter was one for a 1978 Shovel Big Twin, and, for reference, they say to align the notch in the kicker crank; it should be at the 12 o'clock position and the dowel pin on the gear should be at 7 o'clock. Again, this is just for reference. Check the manual for your bike and give it a look. Chances are you'll cure the problem.

OIL OIL EVERYWHERE

I have a 1981 FLH. I had the motor totally rebuilt from top to bottom. When I put it back in the bike and ran it, it sprayed a light spray of oil out the breather tube. They told me this happens sometimes with new motors and that I should just ride it for a while and it would stop.

Now I have about 3,000 miles on it and it sprays out even heavier. And when I kickstart it, it pours a huge puddle of oil out. I hope you can help me with this problem.

Roadkill
Orlando, Florida

You're stacking oil in the sump, at the bottom of the crankcase. All residual oil in the crankcase is swept up by the flywheels, collected by the scraper (inside the crankcase on the same level as the rear motor mount), and blown into the cam chest through the breather gear with the pressure generated by the pistons on the downward part of their stroke.

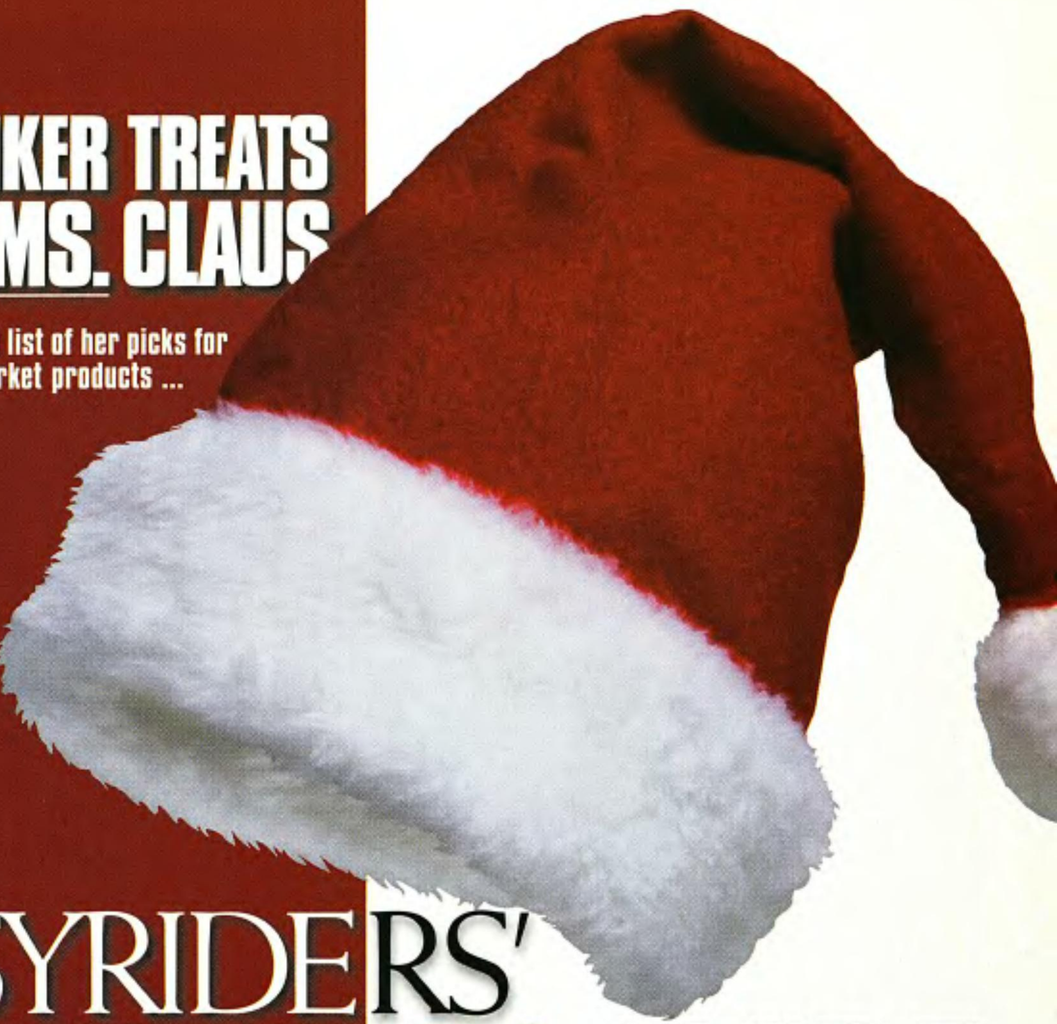
Why I'm explaining all of this is because scavenging takes place more effectively when the engine is running. At even 700 rpm, the flywheels and scraper are scavenging the oil from the sump, blowing it through the breather gear into the cam chest (where oil can also stack up), where it is sucked back through the scavenge port by the pump. Now as you're kicking the thing, you're operating at extremely low rpms until it lights, and because the mass of oil being pushed through the breather gear can't be properly scavenged until the pump is spinning faster, it goes right out the breather.

So two things to check here. One: your check ball in the oil pump is not seating properly and is leaking oil into the crankcase as the bike sits. This can and does happen, and has happened to me on my bike. Some oil pumps have shitty sealing surfaces inside and the ball needs to sit on a perfectly machined surface in order to seal. Check this area for grit or debris, maybe silicone or gasket material. Two: If the breather gear isn't timed properly, you'll have poor scavenging and too much will collect in the sump and eventually you'll blow oil because of sheer volume.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.

BEST BIKER TREATS FROM MS. CLAUS

... she slipped us a list of her picks for the finest aftermarket products ...



EASYRIDERS' HOLIDAY GiftGUIDE

Yep, it's that time of year again ... holly, mistletoe, new Twin Cam motors found under your tree on Christmas morning, the ol' lady greeting you with a cup of Egg Nog and Jack Black and a blow job. To find the very best of the best biker goodies for your stocking, Easyriders searched high and low for Ms. Claus (Big Nick's ol' lady), because, frankly, she has a lot better looking ass than Saint Nick does.

We found the Queen of Christmas hangin' out at a run-down biker bar called The Devil's Trough right off of Residue Blvd. out in Skank Valley. As we arrived all hell was breaking loose. Dodging empty beer bottles and wildly swinging tits, we meandered to the bar to discover Ms. Claus pouring drinks with true holiday cheer. She slipped us a list of her picks for the finest aftermarket products ever to appear under your tree and with no further flowery words, we present them to you with our compliments. May all your holiday bike-building wishes come true. —Red Baron

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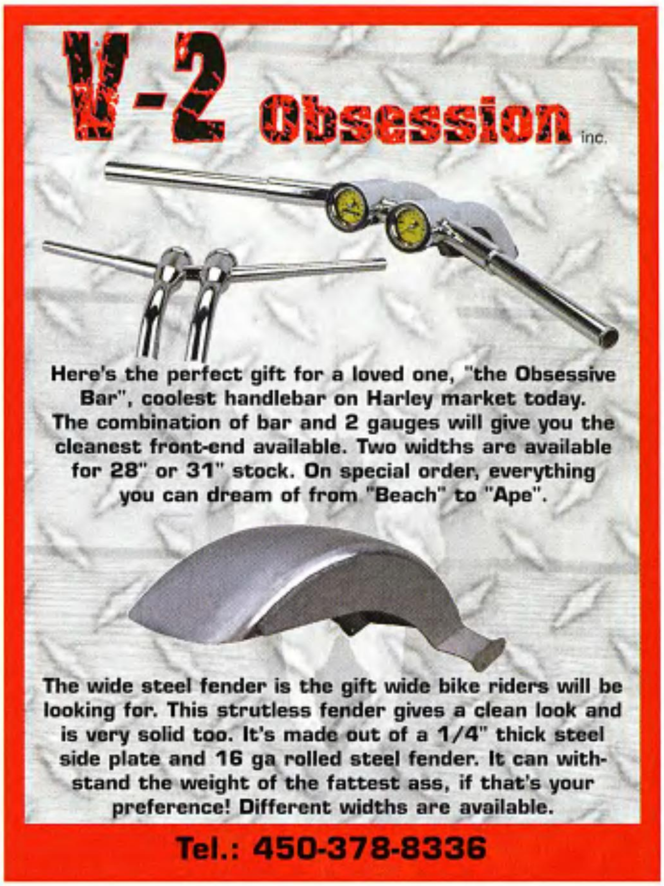
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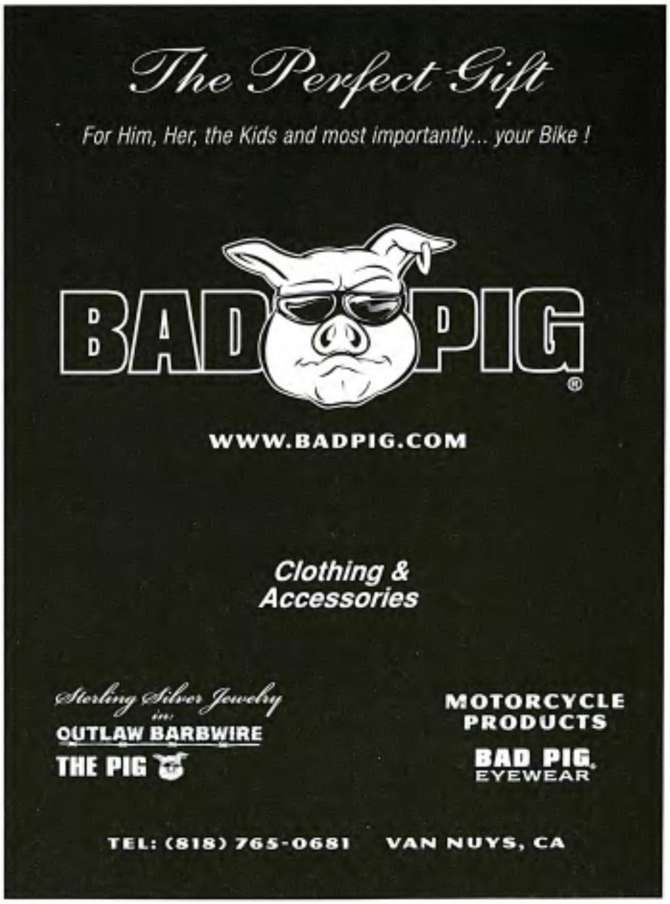
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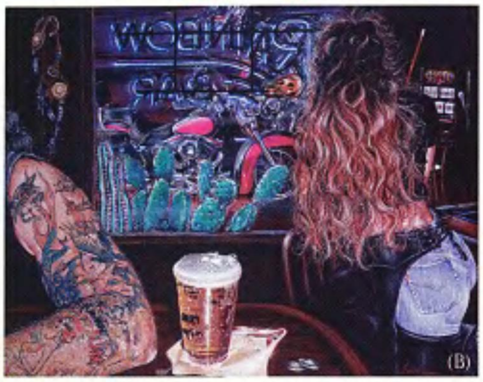

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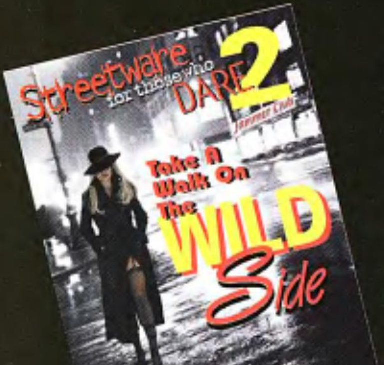

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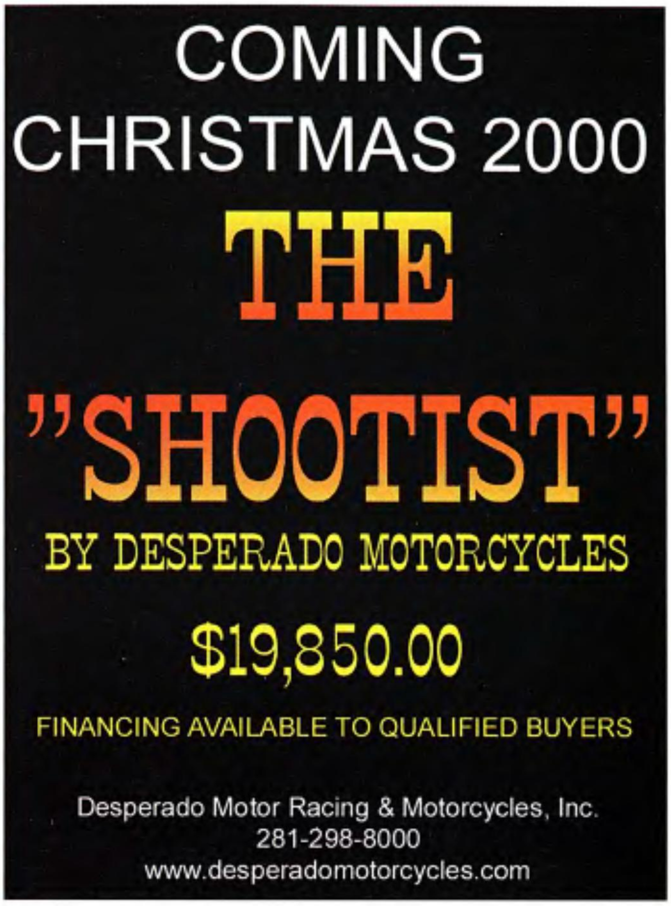
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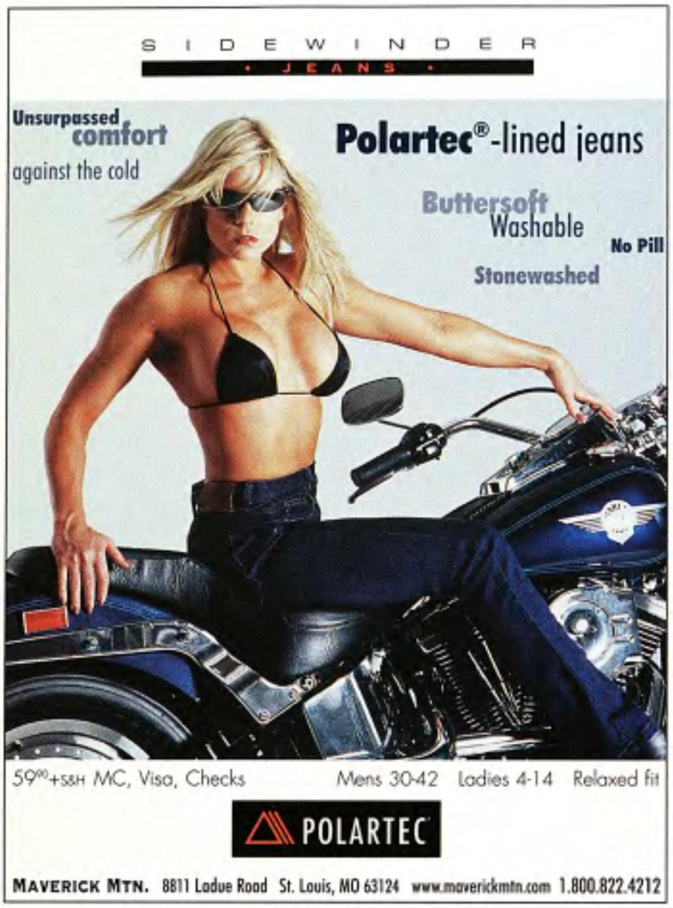
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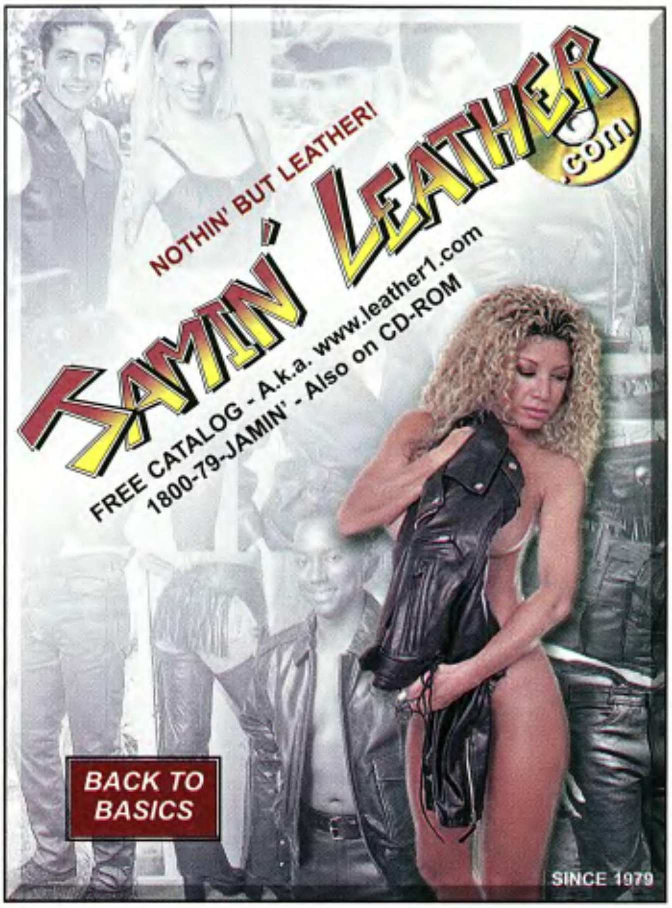
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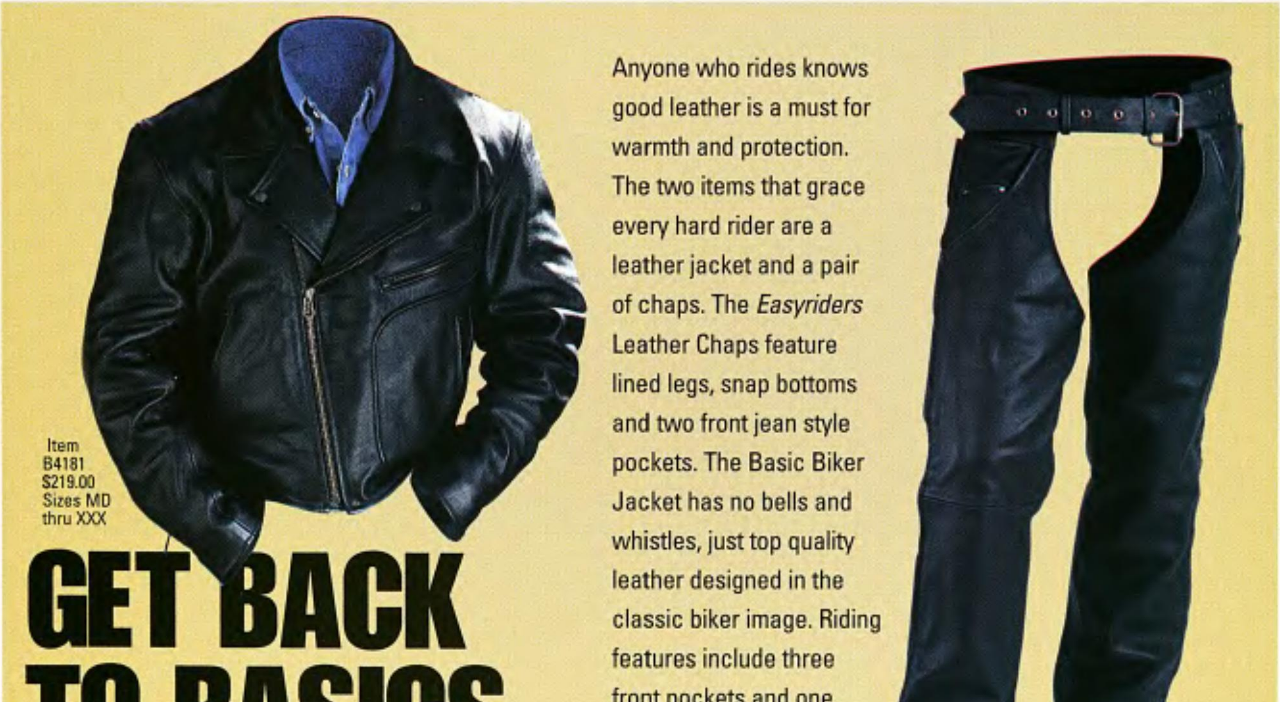
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STURGIS NEWS

New Low Dough Models For American Ironhorse

Sittin' shiny and pretty at the Rally this year, American Ironhorse showed off its new Tejas and Ranger models both priced at $21,900. CEO Bill Rucker says, "Compared to other bikes in the same price range, the Tejas and Ranger have more to offer—try stretched gas tanks, steel fenders, polished and chromed, billet aluminum components, and a much wider range of paint choices."

The Tejas is a rigid with a massive 240 piece of rear meat and a big 113-cubic-inch motor. The Ranger is a rubber-mounted Pro-Street road rocket with a 107-cubic-inch power plant. Both models come with many options, including engine, transmission, and wheel and paint upgrades.

American IronHorse expects to sell more than 300 Tejas and Ranger units combined in the coming year. The company now has 10 models in its stable.

—Phantom

Two New Customs From Harley-Davidson

Crowds packed the Civic Center in Rapid City to see all of Harley's new goodies for 2001. Two drool-inducin' limited-edition models are being offered by Harley-Davidson's Custom Vehicle Operations (CVO) Program this year—the Screamin' Eagle FLTRSEI2 and the FXDWG2. These all-new factory customs showcase the latest Screamin' Eagle high-performance parts along with a bunch of Genuine Harley accessories.

The Screamin' Eagle FLTRSEI2 is the second draggin' bagger from CVO and features a high-performance 1550cc Twin Cam 88 motor in silver and chrome. The powertrain utilizes Screamin' Eagle performance parts configured in a street-legal package, including big-bore cylinders, flat-top pistons, cams, special calibration cartridge, air cleaner, and breather for a 10 percent gain in horsepower and a 14 percent gain in torque compared to a stock motor.

The new Road Glide includes cool ThunderStar wheels as well as an upgraded, premium sound system with a 12-disc CD changer. This pup is available in Black/Charcoal/Silver or Three-Tone Blue—both with Screamin' Eagle graphics—and is limited to 1,695 units.

The FXDWG2 is based on the Dyna Wide Glide and is powered by a Twin Cam 88 motor. The slammed front and rear suspensions lower the bike for a road-hugging look and feel. A full-length tank con-

Ford And Harley Reveal Latest Limited-Edition Truck

During Daytona Bike Week we had the opportunity to drive around a bit in the Harley-Davidson F-150 Ford pickup. This year at Sturgis we took the new SuperCrew four-door out for a spin. The first thing you notice is the mean stance, the guttural appeal, and that cool Harley bar-and-shield logo. The leather seats are awesome, and the exhaust sound is rough and rumbles like a piece of genuine Milwaukee iron. The limited-edition 2001 SuperCrew has plenty of attitude and got plenty of looks in the sea of two-wheelers. You can bet it's built Ford tough and Willie G. and styling guru Louie Netz added their own touches to this black beauty.

The new F-150 comes equipped with 260hp, 5.4 Triton V-8 powering, H-D branded 20- x 9-inch five-spoke chrome wheels and Goodyear Eagle GTII rubber. There's 5 1/2 feet of cargo space in back. The 8,000 limited-edition trucks will hit showrooms in the spring of 2001.

—Phantom

At The Indian Camp

Amid the whirlwind that was Sturgis this year, the Indian Motorcycle Company had an amazing presence with demo rides, concerts by Branscombe Richmond, and a few surprises. One such surprise was the lavish Special Indian Chief worth $34,000 that will be given away at this year's Daytona Bike Week. Your $5 ticket went to buy much-needed clothes for the children of the Cheyenne River Sioux Reservation. Chairman Greg Bourland and Chief Bald Eagle of the River Sioux Tribe were on hand for the unveiling of this one-of-a-kind ride.

sole (designed by Willie G.), silver-faced speedo, LightningStar Wheels, slashcut exhaust, and billet-style turn signals complete the package. The Wide Glide is finished in Scarlet Red and accented with goldleaf flames on the fuel tank, fenders, and headlight fairing. The arrest-me-red Wide Glide is limited to 1,465 units.

—Phantom

Victory Deluxe — Two-Tone Touring

With all the hoopla of a revival meeting, Victory Motorcycles took the wraps off of its new V92C Deluxe Touring Model at Sturgis this year. The Deluxe adds a windshield, saddlebags, passenger backrest, and footboards to the Victory. The new American motorcycle company says that it has made over 200 changes and improvements in its machines for 2001. Look for a bike feature of the total custom Victory by master builder Don Hotop in a future issue of *Easyriders*.

—Phantom

Indian Roars into Record Books at Bonneville

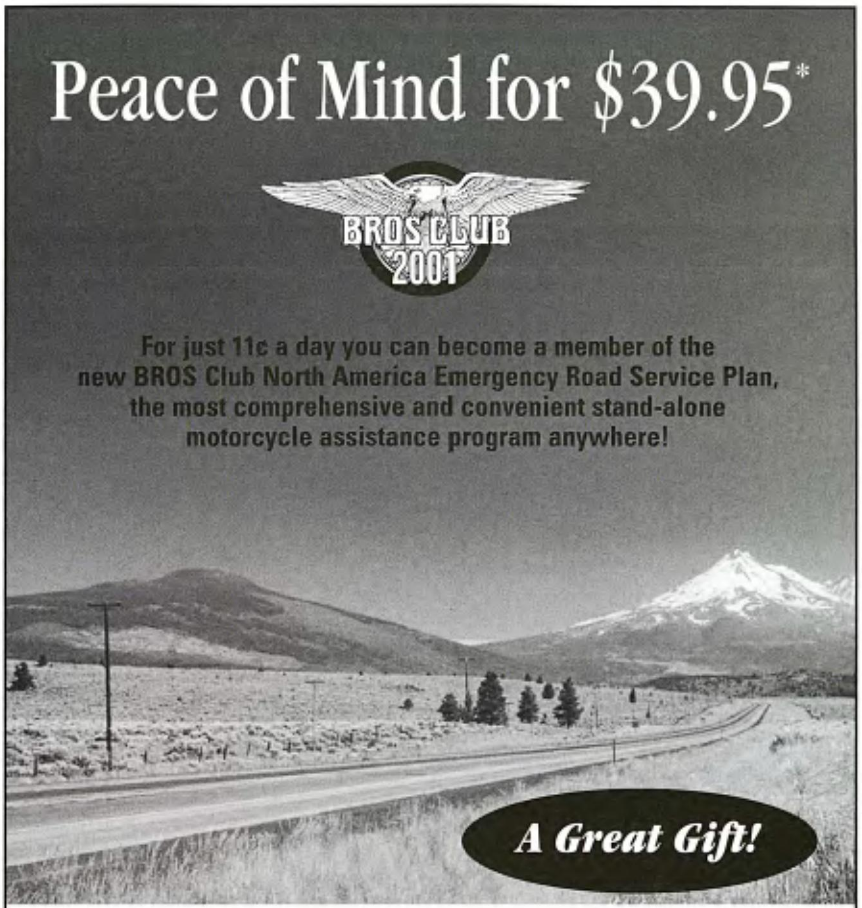
In 1926, Indian Motocycle Company took a ride on the Bonneville Salt Flats and set a record of 122.948 mph. That record held until this past August, when *another* Indian broke the record, reaching an average top speed 123.775 mph.

The bike was ridden into the record books by Vance Breese and was assembled and sponsored by Indian Motorcycle Co. and The Shop in Ventura, California. The Shop put together the 1937 rigid Chief chassis and took a 1947 80-cubic-inch side-valve Chief engine, five years old with approximately 30,000 miles on it, and bumped it up to perform at over 100 mph—using all Indian parts on the frame and motor.

Raisin Pie to Don Smith and Kurt Morrow of The Shop, and the Salt crew of Dave Hansen, Tomas Padilla of Indian, Roger Ramjet, and Dave Shaw.

Get the entire story by picking up *VQ* magazine #36, on sale November 21, 2000.

—Scott McCool



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Big Grizzly Bear

the baddest outlaw in the forest

Rising from a cave deep in the heart of the forest, menacing and feared by all, the grizzly bear seeks his own way and always gets it. Kicking ass and takin' names! That's true outlaw attitude—the inspiration behind this bad ride, named The Grizzly and built by Kevin Alsop of Big Bear American Made in Big Bear City, Calif.

Kevin's vision for this project was borne out of taking his own attitude and riding experiences and literally transforming himself into the bike you see here (metaphorically speaking). Originally from Melbourne, Australia, he said good-bye to the land of sunshine and sharks and moved stateside back in 1989. He's been building attitudinal American V-twins with his trusty black dog, "Zeppelin" by his side ever since.

With a properly calibrated 113-inch S&S mill for its unpretentious 125-horsepower heart, speeds of 170 mph can be achieved with the swipe of a claw. After break-in, Kevin decided to open her up and see what she'd do and headed out for highway 10 after coaxing some of his bros away from their favorite watering hole. Quickly leaving the 80 inchers foraging for berries and raiding picnic baskets, they finally caught up and said of the go-juice-guzzling grizzly, "Yeah... that freakin' thing runs!"

In order to achieve performance like this, Kevin utilizes an ignition from Headquarters, which limits timing advance to between 28 and 30 degrees. He also uses an Odyssey battery with 545 cold cranking amps to get this bear all cranked up. This Grizzly runs a RevTech exhaust system, allowing it to invade backyard barbecues with the flick of a wrist. Fed by an S&S Super "G" carb with #31 intermediate and #76 main jetting, and with an S&S 0.600 cam doing the vigorous circular motions, when it's time to put up or shut up, this bitch gets the job done.

As for the bear-assed, details ... how's about no paint! Stark, black powdercoating all the way, and everything from grips to gauge mounts to license-plate holder were all built in-house.

Reliable? You bet. Kevin built a red version of this scoot for a guy who has nearly 10,000 miles on it with no problems. For his next feat, Kevin is building a Softail-type rubbermount chopper with a slightly warmed-over 117-inch Twin Cam and a 200-series rear tire. We'll be hiding behind a tree when he gets this next bear runnin'

After 3,000 miles, the Big Bear Grizzly still hasn't taken a shit in the woods and it never will ... because it's bulletproof and built to ride. For a Grizzly ride like this for your very own (utilizing his attitude or your own), give Kevin a call at: (909) 585-7379 or visit him online at (www.bigbearharley.com).

—Da Cheese

Easyriders

passin' gas

Skeeter walked into a bar right before midnight and asked the bartender for a double. Gulping it down, he immediately asked for another. Then another.

The bartender, getting worried, asked, "What's the matter, fella? Woman problems?"

"Kinda. My ol' lady and I got into one helluva fight," explained Skeeter, "and she said she wasn't gonna talk to me for 30 days straight."

"Aw, c'mon, buddy," said the sympathetic barkeep, "these things always blow over."

"That's not it," said Skeeter, downing another stiff one. "Tonight's the last night!"

"Red Man" Redland
Siren City, Texas

A lawyer married a chick who had previously divorced nine husbands. On their wedding night, she told her new catch, "Please be gentle with me, dear, because I'm still a virgin."

"What?" exclaimed the puzzled groom. "How can that be, if you've been married nine times?"

"Well, Husband #1 was a sales representative," she explained. "All he did was keep telling me how great it was going to be.

"Husband #2 was in computer tech support. He was never really sure how it was supposed to function, but he kept saying he'd look into it and get back to me.

"Husband #3 was a field technician. He said everything checked out diagnostically, but he never could get the system up.

"Husband #4 was in shipping. Even though he knew he had the order, he didn't know when he'd be able to deliver.

"Husband #5 was an engineer—he understood the basic process, but he wanted three years to research, implement, and design a new state-of-the-art method.

"Husband #6 was in marketing. Although he had a nice product, he was never sure how to position it.

"Husband #7 was a psychiatrist. All he ever did was talk about it.

"Husband #8 was a gynecologist. He never did anything but look at it.

"Husband #9 was a stamp collector. All he ever did was lick it—God, I miss him!—but now that I've married you, I'm really excited!"

"Well, I'm glad to hear it," said the attorney, "but why?"

"You're a lawyer, after all," she said. "So this time I *know* I'm gonna get screwed!"

Terry Wallgren
West Chester, Ohio

Fast Eddie and Slow Moe are sitting in the local choke-and-puke diner, discussing their weekends. "Man, this weekend was the best!" Slow Moe says. "I finally scored with that hot redhead up the street."

"Yeah, well I got laid, too," says Fast Eddie, "and it was the worst experience I've ever had."

"How so?" asks Slow Moe.

Fast Eddie tells him the grim facts. "That Cecilia chick brought me back to her pad and said she'd do anything I wanted. So I asked her to go down on me, and she said no problem. Then in the middle of the whole thing, she started turnin' green, coughin' like crazy, and she finally passed out."

"Damn!" Slow Moe says. "What happened?"

Fast Eddie says, "Turns out she's allergic to nuts."

Rocky
Florida

Reno is trying to get some yardwork done one day as his ol' lady's about to take a shower. Unable to find the rake, he yells up to his wife, "Hey! Where's the damned rake?"

Unable to hear him clearly, she shouts back, "What!?"

Reno first points to his eye, then points to his knee, and finally makes a raking motion.

His ol' lady still doesn't get it, so Reno repeats his gestures: EYE KNEE THE RAKE.

This time his ol' lady gets the message and signals back—first she points to her eye, next she points to her left boob, then she points to her ass, and finally to her crotch.

Natch, there's no way in hell Reno can even come close on that one. Exasperated, he runs upstairs and asks, "What in the friggin' hell was all that about?"

Repeating the motions, she intones, "EYE LEFT TIT BEHIND THE BUSH!"

Hairy Gary
Iowa

A man walked out into the street in New York City and managed to flag down a taxi just as it was driving by. As the dude stepped into the taxi, the cabbie remarked, "Hey, perfect timing, mister. You're just like Dave."

"Who?"

"Dave Schapiro," the cabbie said. Now, there's a guy who handled everything right. Like my coming along just when you needed a cab—it would've happened that way with Dave, every time."

"Oh, come on," said the fare. "Nobody's that perfect."

The cabbie said, "Dave was. He was a terrific athlete, too. He could've gone on the pro tour in golf, and he could've played tennis with the best of them. Furthermore, he sang like an opera baritone and danced like a Broadway star. He also had a memory like a steel trap. Could remember everybody's birthday. He could fix anything, not like me—if I change even a fuse, I black out the whole neighborhood."

The rider said, "Jeez, no wonder you remember him so well. He sounds like quite a guy."

"Well, truth is, I never actually met Dave," admitted the cabbie.

"I don't understand, then," said the guy. "How do you know so much about him if you never even met him?"

"I married his widow!" said the cabbie.

Morris the Cat
Portsmouth, N.H.

Mom, I'm pregnant," announced the 16-year-old one morning in a belligerent tone of voice. As her mom went white, the teenager continued, "And it's all your fault."

"*My* fault?" gasped the shaken mother. "But I bought you books, showed you pictures. I told you all about the facts of life."

"Yeah, yeah," sneered the girl, "but you never taught me how to give a halfway decent blowjob, did ya?"

Evan Layne
Kapolei, Hawaii

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: .... Kevin Alsop
City: .... Big Bear City, California

General

Fabrication: ..Big Bear American (BBA)
Year/make: .... 2000 Special Construction
Model: .... Big Bear Flyer
Assembly: .... Big Bear American
Chroming: .... MGB's

Engine

Year: 2000
Model: .... S&S
Rebuilder: .... BBA
Ignition: .... Headquarters
Displacement: .... 113 cubic inches
Lower end: .... S&S
Balancing: .... AB
Pistons: .... S&S
Cases: .... S&S
Heads: .... S&S (flowed)
Cam: .... S&S (.600)
Lifters: .... S&S
Carb: .... S&S super G
Air cleaner: .... S&S
Pipes: ..BBA, RevTech staggered duals

Transmission

Year: 2000
Shifting: 6-speed
Modifications: .... Andrews gears, BDL primary

Paint

Painter: .... Concept Powdercoating
Color: .... black
Type: .... powdercoat

Frame

Year: 2000
Type: .... Swedish softail-type
Builder: .... Chopper Guy's
Shocks: .... Progressive Suspension
Modifications: .... raked 40 degrees, stretched 6 inches in down tubes, 2.5 inches in backbone

Accessories

Bars: .... Streetfighter
Handlebar controls: .... H-D
Fenders: .... H-D front/BBA rear
Headlight: .... Headwinds
Taillight: .... BBA
Speedo: .... Big Bear American
Pegs: .... BBA
Electrics: .... Big Bear American
Foot controls: .... Drag Specialties
Gas tank: .... BBA
Oil tank: .... H-D
Oil system: .... S&S
Seat: .... Drag Specialties
Mirror: .... Pro-One
Grips: .... BBA

Forks

Type: .... H-D
Builder: .... Forking by Frank
Modifications .... 10 over

Wheels

Front

Type: .... H-D
Size: 21-inch
Tire: .... Dunlop
Brake: .... Performance Machine

Rear

Type: .... Big Bear American
Size: 16-inch
Tire: .... Avon
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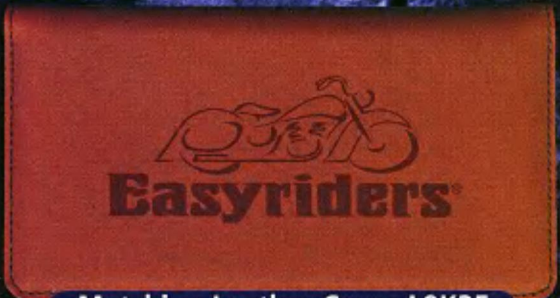

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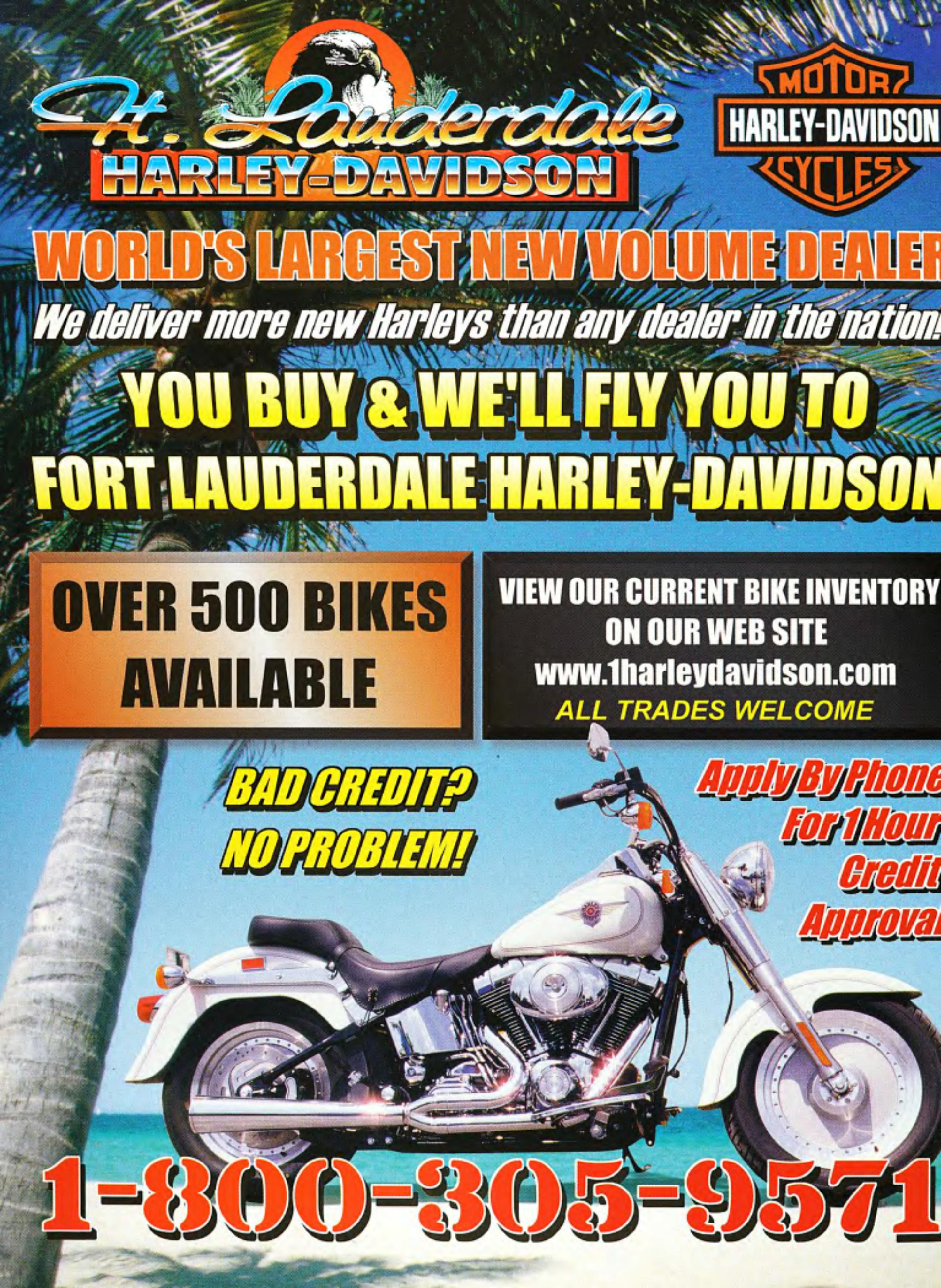
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They called him the Michigan Madman. Kinda catchy, don'tcha think? After reading his autobiography of the same title, there's little doubt that EJ Potter was exactly that. He's a little tamer nowadays, but turn the clock back 35 years, and he'da kicked just about every one of our asses.

And this claim is based on what, you ask? Shit. EJ was the first guy to put a car engine in motorcycle frame, the first guy to put a jet engine in a trike frame, and we're willing to bet he was one of the first guys to fall off said "car engine in a bike frame" setup at 150 mph. Things tended to come a bit loose in the early days, you see ...

It is, then, with absolutely no hesitation whatsoever, that I recommend EJ's book as an addition to your suck/bang/blow library. The man is pure genius. At age 11, he discovered the printed word on aircraft and auto engine design, and according to EJ, "I never looked at an engine in the same way again, about like I never saw women the same way after I saw some nasty book that somebody brought to school and I studied it a while."

For a guy whose first memory was of being born, you figure he had the retention thing down pat.

Without revealing too much of the book's contents, there are some choice moments that give you an idea of where this guy was headed. EJ graduated from his first lawnmower engine in a bicycle frame to a Vincent Black Shadow, describing it as "the ultimate trouble machine for somebody with my total lack of common sense." From there, the lure of oval track racing drew him in on a 45-cubic-inch WR. "I'll tell you what," EJ added, "that old Harley was enough to make you want to beat the world."

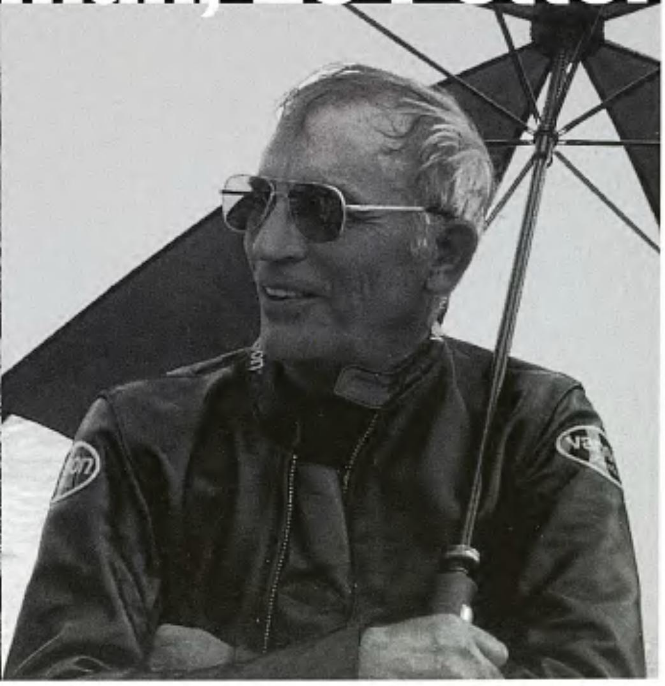
The introduction of Chevy's V-8 in the mid 1950s as a small, light power plant lit the fuse in EJ's performance-crazed mind. "It just came naturally to me that a Chevy engine would be a really cheap way to get a horrendous power on a motorcycle," EJ says in his book. "Ignorance is a powerful tool if applied at the right time, even usually surpassing knowledge. Lots of times a guy will jump into a project without knowing how far he is into something way over his head until it's almost too late to back off. This is a situation I frequently wake up to in the middle of another adventure."

EJ's early experiments resulted in essentially a drag bike on a jack stand mounted on the starting line. The rear wheel would be spinning at what anyone would refer to as an extreme rate of speed. Imagine the visual that ensued when EJ would drop the bike off the stand and introduce rubber to asphalt. The smoke became EJ's trademark, as did the side-winding plow. The equivalent notion of rodeo sex comes to mind. That's when you line up behind your sweetie, fit yourself into her schedule (so to speak) and utter the magic words, "This is just how your mom likes it ...," then hang on for dear life.

Suffice it to say, EJ enjoyed many a wild drag bike ride throughout the '60s as the craziest man to straddle homemade American iron. But his experimental exploits were not limited to two wheels. A stock steel hand-built frame for a trike soon become the home for a Fairchild J-44 cruise missile jet engine, with a predicted and well-calculated performance capability of 200 mph. Unfortunately, as with several of EJ's encounters with excessive velocity, a 150-mph ass-over-elbow drag strip dance pretty much crossed the jet trike off the "let's do this again" list. The stop parachute failed to deploy on a very high-speed run, and EJ's classic summation of his pending impact thoughts at a buck fifty is memorable. "This ain't gonna be much good. Wish I was home instead."

EJ progressed from three to four wheels soon after when he put an Allison V-12 airplane engine into a 1957 Plymouth, capable of crossing a finish line in excess of 140 mph. In 1966, he leaped several decades ahead of the pack

Michigan Madman, EJ Potter



and built an electric car that could do 120 mph in the quarter mile. When he let the Michigan press know about it for a demonstration, exactly one journalist showed up. It ran sorta like a trolley car on electric lines. Unfortunately, due to the enlightened anti-environmental climate, the project literally went nowhere fast.

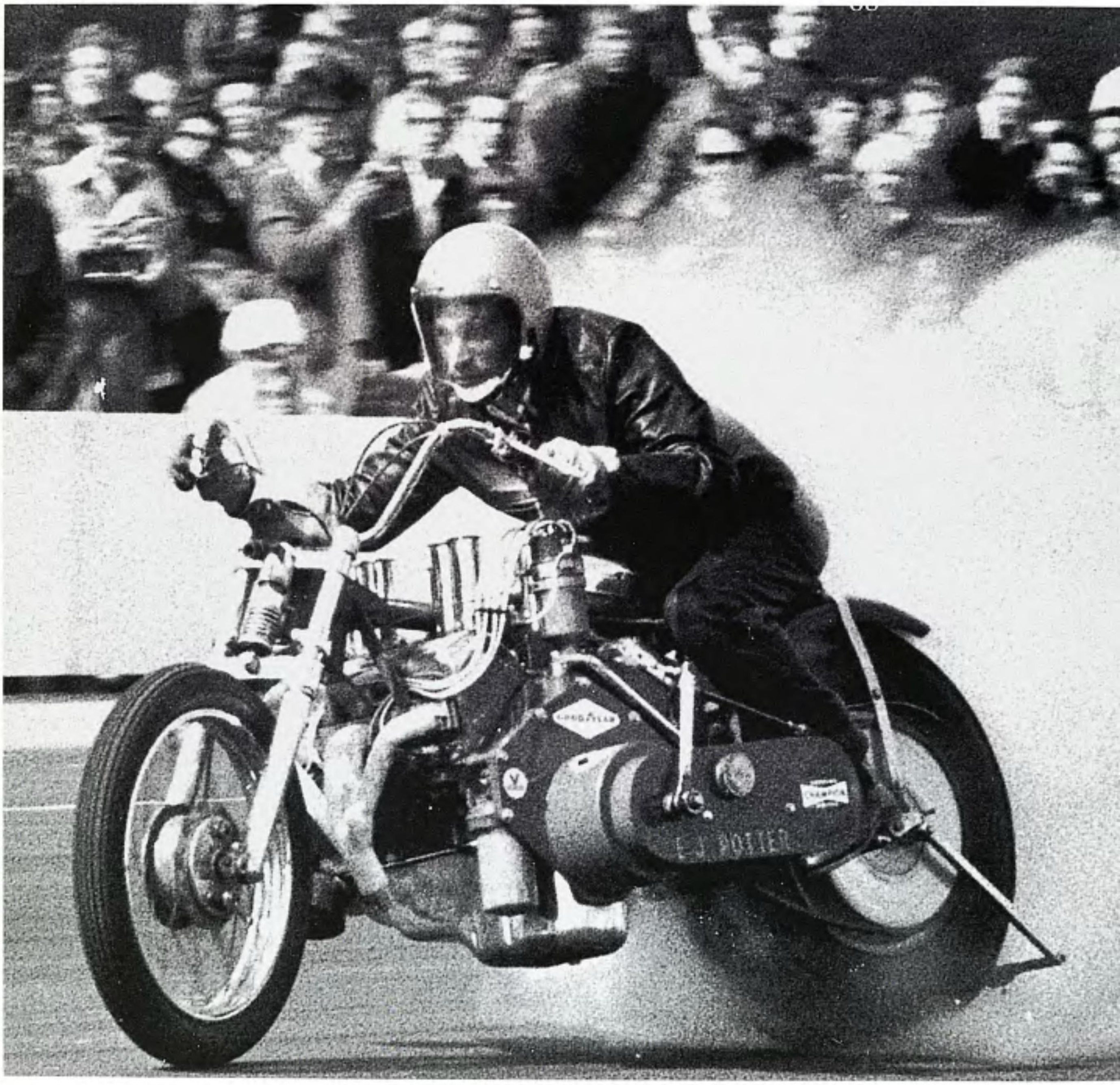
However, not all were blind to EJ's genius. He developed the first affordable computerized dynamometer, and the sales kept him going rather well for a few years. A market crash sort of put a damper on EJ's party, but in 1973, the fires relit when a guy named Lloyd Brown banged on EJ's door asking if he had any big motors that could be used for tractor pulls. That's sorta like askin' a Chinaman if he knows how to boil rice ...

EJ commenced to set the tractor pull world on its sod-bustin' ass by building the Ugly Tractor, a V-12 Allison-airplane-engine-driven testament to excessive engineering if'n there ever was. EJ nailed the prestigious Indy Super Pull with it in 1974, and repeated his performance a year later.

Not content to violate any number of horsepower etiquette rules with respect to obliterating the competition, EJ figured that if one V-12 motor was good, TWO V-12s would be better. Hence, Double Ugly and hence, winning the California Super Pull twice ...

We could go on for many, many pages telling you about EJ Potter's high-performance antics, like the time he took an F4 Phantom jet engine, strapped it into a schoolbus, and used the thrust to backwash a buddy's well. We could go into the number of times EJ hit the asphalt at over 100 mph. We could just go on, plain and simple.

But do yourselves a favor instead: call (877) AMADMAN (262-3626) and get a copy of EJ's book, ***Michigan Madman***. Or, log onto his Web site (www.michiganmadman.com) and see what's up. The man has been there and done that, in ways most of us will never ever dream of coming close to. These days, EJ splits



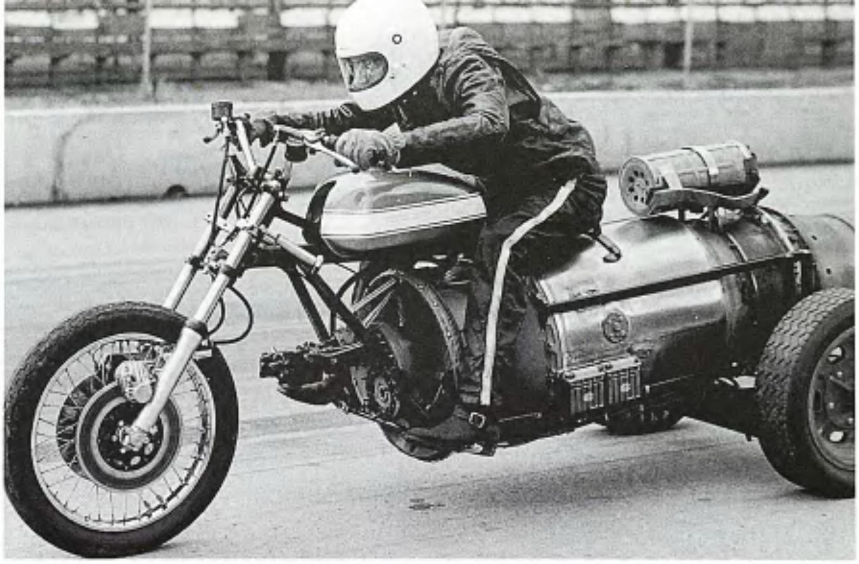
his time between a home in Florida and his farm in Michigan where he tinkers with jet engines.

EJ still straddles his Chevy-engine-driven two-wheeled creations now and then as well as in competition, and he left us with the impression that the chances of his life slowing down anytime soon are pretty much slim to none.

"What I'd really like to do," EJ offered as a final thought, "is to find a radar trap someplace and get a ticket for going 187 miles an hour, take it to court, and beat it ... who'd believe it?"

Oh, we'd bet several million readers for starters.

—Captain Trash



Photos: courtesy EJ Potter

PRICES SUBJECT TO CHANGE. NOT RESPONSIBLE FOR MISPRINTS

Hawg tied.

—*Alan and Lori Jackson, Vienna, Va.*

An ear-to-ear "wind" grin. *—Michael Pesapane, Laconia Rally 2000*

Bolt-on happiness. *—Jeff Seymour, Benton, Ill.*

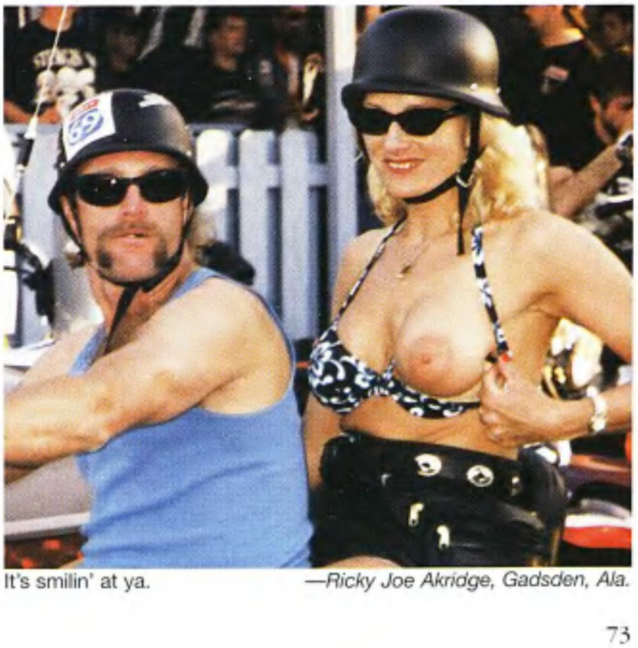
Ridin' easy. *—Terry Orr, Des Moines, Iowa*

Poisoned milk? *—David Stallings Jr., Daytona Bike Week 2000*

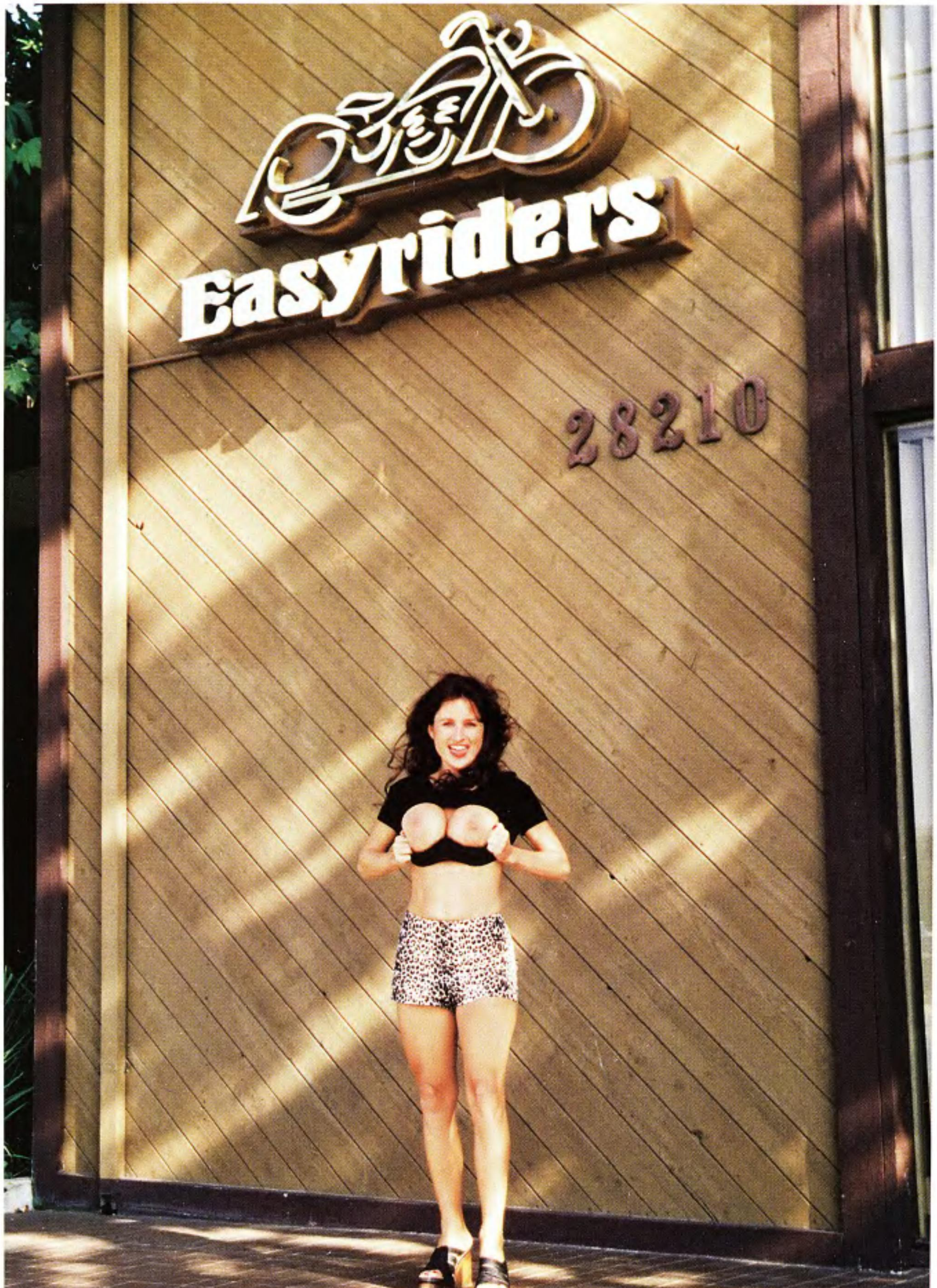
Hey, Beavis, look, it's a butt. Heh, heh, heh. —*Scott Saltzman and D. Brown, St. Peters, Mo.*

Two hooters to go, please. —*Chuck, Rushville, Ill.*

"Yo ho, yo ho, a pirate's life for me!" —*Jackie Fischer, Pierre, S.D.*

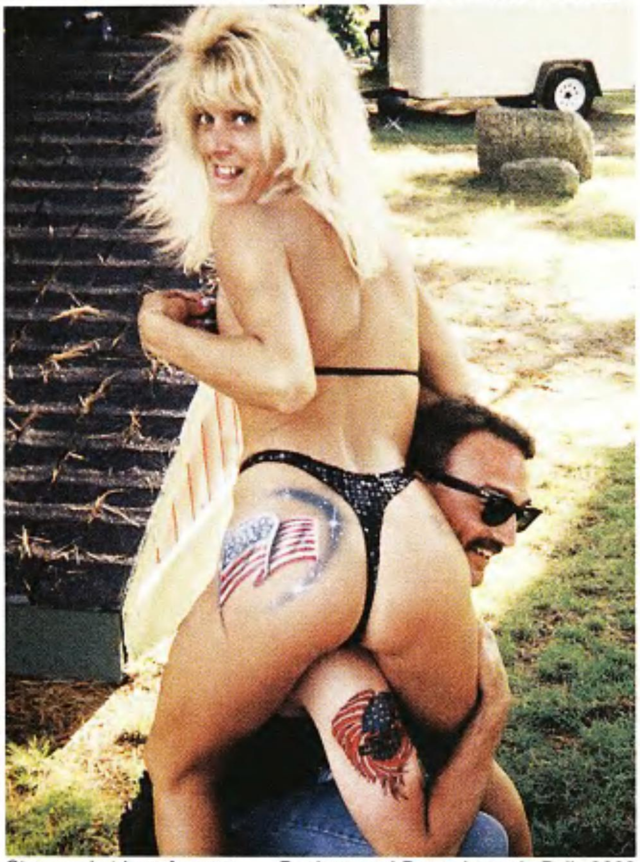


It's smilin' at ya. —*Ricky Joe Akridge, Gadsden, Ala.*

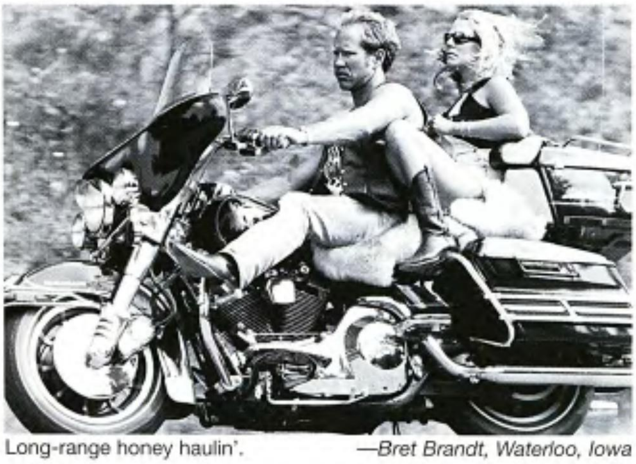


Still the coolest place in the world to work. Check out her resumé. *—Brittany, visiting the office from Georgia*

Scooter pilot offers tongue rides. —*Easy E, ABATE of Georgia*



Stars and stripes forever. —*Rockme and Doug, Laconia Rally 2000*



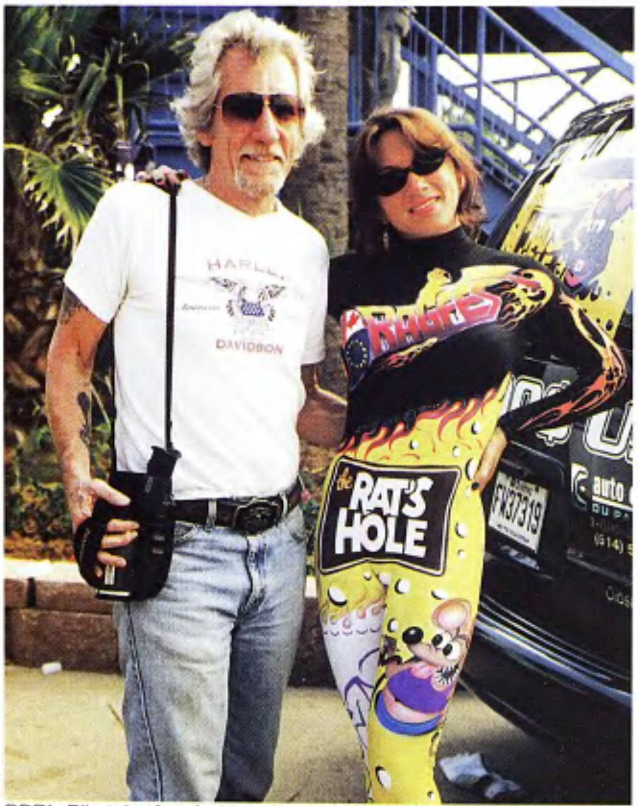
Long-range honey haulin'. —*Bret Brandt, Waterloo, Iowa*

Another winner at Laughlin. *Zack, Laughlin River Run 2000*

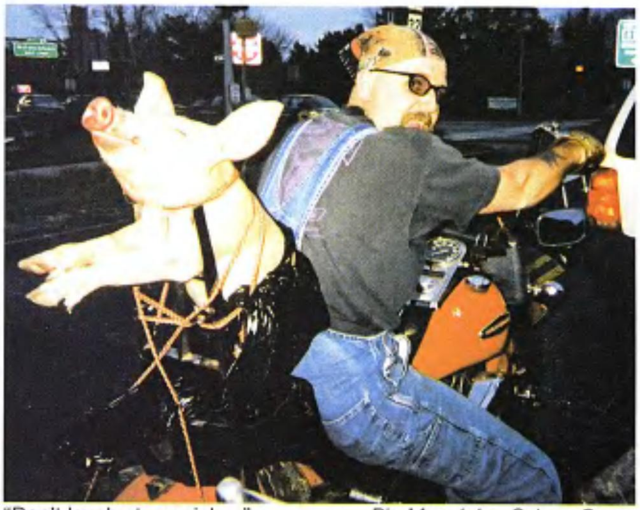
Fearless Fly. —*Kara Morris of Ron Kuehne, Sand Springs. Okla.*

Care for a six-pack? —*Cheri Merrill, Daytona Bike Week 2000*

Taking advantage of stoned sex dwarfs. —*Chuck, Rushville, Ill.*



BDR's Biketoberfest fashions? —*Bob Taylor, Daytona Bike Week 2000*

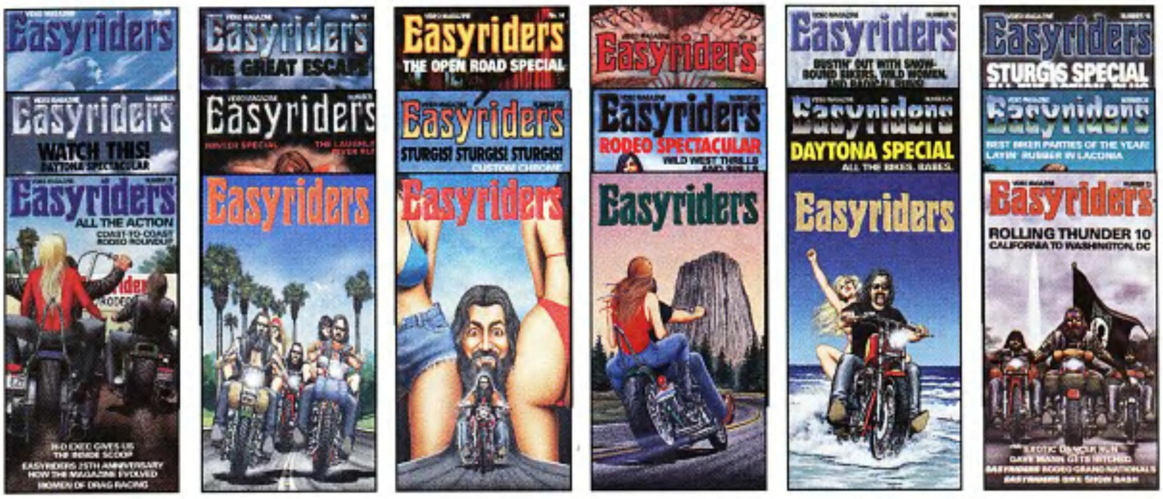


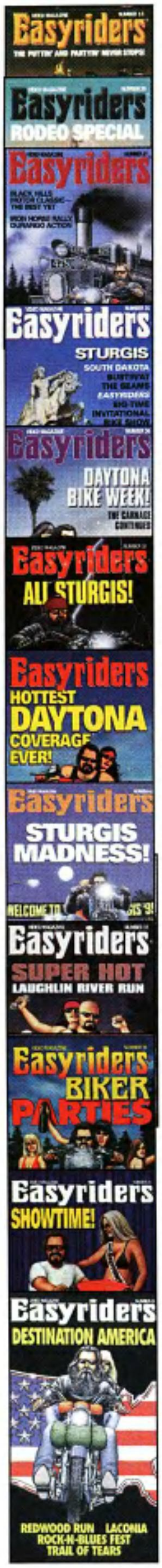
"Don't laugh at my oinker." —*Pig Man John, Salem, Conn.*

Hooter-back ride. —*Gary Ledford, Survivor Rally, Cherokee, N.C.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

VIDEO BLOWOUT! Now as low as $2.50 ea.





For years *Easyriders* has put together the ultimate biker videos. These videos capture events from all over the country and are packed with on-the-road action, tech tips, biker fantasies and the hottest biker babes around! *Easyriders* videos are now available for as low as $2.50 each when you buy in quantity.

Video 11: Easyriders Rodeo '91 - Chillicothe, Oh, Baltimore Toy Run, NYC Run for our POW/MIA's, The Mating Game. (VHS only.)
Video 12: Am-Jam Tattoo Expo, Easyriders Rodeo Highlights, Ed Kretz. The Grateful Dead and Jimmy Wood and the Immortals. (PAL only)
Video 13: Daytona '92, Laughlin River Run '92, Easyriders Bike Show '92, Bill Elkins, Andrew Dice Clay, Vintage Film Clips. (VHS only.)
Video 14: Redwood Run '92, Iowa Freedom Rally '92, Easyriders Rodeo '92 - Middletown, Antique Bike Races. Jimi Hendrix. (VHS only.)
Video 16: Sea of Blue Tattoo Show, Easyriders Invitational '93 Bike Show, Biker Fantasy. Music by Hell Hounds. (VHS & PAL)
Video 18: Harley-Davidson 90th Anniversary, Wisconsin Freedom Rally, Philly Toy Run, Senator Ben Nighthorse Campbell. (VHS only.)
Video 19: Easyriders Chillicothe Rodeo '93, Road to Sturgis, Tim Bauer Comedy, Lorenzo Lamas "Renegade". (VHS only.)
Video 20: Easyriders '93 Rodeo Grand Nationals, Mardi Gras w/Rip, Corbin's Fantasy Bike Wash, C.C.I. Pro Street Kit Tech. (VHS only.)
Video 22: Laughlin River Run '94, Fashion Show, Mikuni Tech Tip, David Barr's World Tour. Music by Sleep Walkers. (VHS & PAL)
Video 23: Sturgis '94, Easyriders Fox of the Year, C.C.I. project bike, Spring Cleaning w/Clean Dean, Carl Morrow Warbird Project. (VHS only.)
Video 24: Florida Key Runs, Easyriders Rodeo Grand Nationals '95, Henderson Revival, Chrome Plating Feature, Micah McCloskey. (VHS & PAL)
Video 25: Daytona '95, Easyriders 7th Invitational Bike and Tattoo Show, Dave Mann Bike Wash, Crane Cams Ignition Tech. (VHS & PAL)
Video 26: Best Biker Parties, Laconia '95, Tijuana Toy Run. Brake Bleeding Tech, Illusion Motorcycle. (VHS & PAL)
Video 27: Black Hills Classic '95, Four Corners '95, Harley's VR-100, Aero Charger. (VHS & PAL)
Video 28: '95 Coast-to-Coast Easyriders Rodeo Roundup, Women of Drag Racing, Easyriders 25th Anniversary issue. (VHS only.)
Video 29: Daytona '96, Easyriders Bike & Tattoo Show, Inside the Harley Motor Factory. (VHS only.)
Video 30: Laughlin River Run '96, Texas Rattlesnake Roundup, Myrtle Beach '96, Bridgeport '96. Doobie Brothers. (VHS only.)
Video 31: Sturgis '96, Love Ride 9, Del Mar, Jims Machine, Scotty Parker. Music by Carlos Guitarlos. (VHS only.)
Video 32: Daytona '97, Easyriders Rodeo Wrap-up '95, Wild Weasels, S & S Cycle. (VHS only.)
Video 33: Exotic Dancer Run. Easyriders Grand Nationals Rodeo '96. Easyriders Bike Show '97 Bash in Anaheim. Rolling Thunder/Run for the Wall. David Mann Wedding. Carlos Guitarlos. (VHS only.)
Video 34: Hollister 50th. Redwood Run '97. Chicago Toy Run '96. Easyriders Columbus Bike Show. Biker Jokes. Fryed Brothers. (VHS & PAL)
Video 35: Easyriders Rodeo Grand Nationals Rodeo - Chillicothe. Artistry In Ink Show - Anaheim. Oyster Run '97. Wetzel Blowout '97. Run For The Wild. Music by the Wolverines. Photographer Michael Lichter. (VHS only.)
Video 36: Daytona '98. Easyriders '97-'98 Bike Show Tour. Columbus Bike Show '98. Jims Valve Train Tech. Music by Steve Werner "The Zoo". (VHS only.)
Video 37: Harley's 95th anniversary celebration. Laughlin Run '98. Gulf Port Blowout '98. Primo Belt Drive Tech. Harley-Davidson VR-1000 Race Team. (VHS & PAL)
Video 38: All Sturgis '98. This Sturgis special takes you through the whole Sturgis experience with an interview with Bob Newland, a feature on Peter Fonda, the Bushtec Trailer Tech and more! (VHS & PAL)
Video 39: The best of the biker parties brings you all the party action from coast to coast. Myrtle Beach '98, Iowa Freedom Rally, Laconia 75th Anniversary, Bean Blossom Boogie (Indiana), Love Ride #15 and Chillicothe Easyriders Grand Nationals. (VHS & PAL)
Video 40: 10th Anniversary Easyriders Collectors Edition chronicling our crazy exploits as we partied around the globe. Hottest Daytona Coverage Ever. (VHS & PAL)
Video 41: Easyriders Bike Show Tour. Myrtle Beach Rocks. 17th Annual Laughlin River Run. Plus in the Bonehead Enduro from Washington State. (VHS & PAL)
Video 42: Sturgis madness 1999. Butte, MT for a run to benefit the Dumas Brothel. Memorial Day in Red River, NM. Rip's BAD Ride to fight Diabetes. (VHS & PAL)

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48+	$2.50 ea.	$3.00 ea.	$5.00 ea.

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Include the Video number, quantity and VHS or PAL when ordering.

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Enter the SPECTACULAR Easyriders® / J&P CYCLES® CHRISTMAS SWEEPSTAKES and you could be the lucky winner of this custom V-Twin softail built exclusively with high end components from J & P Cycles' 800-page parts & accessories catalogue for Harley Davidson® motorcycles.

Entries must be received by December 1, 2000. The lucky winner will be drawn on December 22 and notified by Christmas.

Isn't it time you gave yourself, or that special someone, the best Christmas ever?

Includes:
Daytec Street Scene Frame, RevTech 88 inch black wrinkle finish engine, RevTech 6-speed overdrive transmission, Primo Brute III belt drive, Deluxe Single Disc Front end kit and Chrome sliders and billet trees, RevTech Aluminum Scorpion wheels, Avon tires, Dennis Smith dual stack pipes, Progressive suspension chrome shocks, LePera Custom seat, and much more.

Just complete and mail the official entry card and get ready for that special lucky Christmas winner phone call.

YOUR SATISFACTION IS GUARANTEED!
If *Easyriders* ever fails to live up to your expectation, you can get a full refund, no questions asked.

While you're at it, reserve your personal copy of *Easyriders* with a one year (12 issue) subscription for ONLY $29.95. That comes to just $2.46 an issue, a 58% saving off the regular $5.99 single copy newsstand price.

OFFICIAL SWEEPSTAKES RULES

1. Mail your official entry form to Easyriders / J&P Cycles Bike Giveaway, P.O. Box 50044, Boulder CO 80322-0044. If none attached, enter by printing your name and address on a plain 3"x5" card, along with the words "Bike Giveaway" and send it to the address above in a handwritten envelope. Photocopied or duplicated entries will be voided. Easyriders and J & P Cycles are not responsible for lost, misdirected, or late mail.

2. One grand prize winner will be selected on 12/22/00 to receive a custom motorcycle with a estimated retail value of $29,000.00. The motorcycle pictured may not be the specific one awarded, and is nontransferable, and not redeemable for cash. The odds of winning depend on the total number of eligible entries received, and are not improved by the subscription purchase.

3. Sweepstakes is open to U.S. and Canadian residents, age 18 or over, who possess a valid drivers license, except employees of Easyriders, Inc. or J&P Cycles, their affiliated companies and advertising and promotion agencies. Sweepstakes is void wherever prohibited or restricted by law. **All federal, state and local taxes, registration fees, and delivery of the motorcycle prize are the sole responsibility of the winner.**

4. The winner will be selected by random drawing from all entries received before 12/1/00 by Wood Business Solutions International, whose decision will be final. Winner will be notified by phone and mail, and must acknowledge notification within 30 days or prize will be forfeited, and an alternate winner selected.

5. Winner may be required to execute an affidavit of eligilibility, release and indemnification. Winner releases *Easyriders* and J&P Cycles from any responsibility or liability in connection with the use of the prize. Easyriders and J&P Cycles do not make or are responsible for any warranty or guarantee with regard to the prize including, but not limited to, the fitness of the prize for a particular purpose.

6. For the name of the prize winner, send a separate, stamped, self-addressed envelope to 2000 Christmas Sweeps, c/o Easyriders, Inc., P.O. Box 1050, Agoura Hills, CA 91376-1050. To be removed or excluded from mailing lists, send your request to the Easyriders address above.

No purchase necessary to win.

This BIKE could be YOURS!

There is a saying, one we've all heard so many times that each new occurrence makes us wince in disgust, yet despite this common reaction, the meaning of the phrase is still quite an accurate one in all but the most commonplace of situations. And, as any avid reader of *Easyriders* well knows, this is no commonplace organization; hence, the phrase, "Nobody rides for free" suddenly takes on a whole new meaning.

We do mean this in reference to the motorcycle that you have been reading about for several issues now, and now here in Technicolor is the screaming yellow zonker that we're giving away thanks to the fine folks at J&P. Yes, this bright custom scoot is big, bold, and so newly completed, it's still warm from the test ride. When things started happening, we brought you all of the info on the project as it happened. You remember—the Daytec frame, as it was assembled and then powdercoated, the long drool-worthy list of flash and dash hardware graciously donated by Custom Chrome, RevTech, Chrome Specialties, Jammer, Primo, and, of course, J&P Cycle.

WIN THE **EASYRIDERS/J&P** GIVEAWAY **BIKE**

And now, at long last, you're seeing it here in all of its splendor. Kinda makes ya giddy, doesn't it?

Just imagine, that after a hearty belch, you stumble up from your recliner, past the now empty 12-pack container, and into the kitchen where you hurriedly fill out the entry form, all the while fantasizing that sometime in December you'll be seated not in your recliner, but, rather, on this awesome machine (without the 12-pack of course). Hey, somebody's got to win, it might as well be *you*!

So go on, have a little lust in your heart. After all, with such a minimal amount of effort and the price of a postage stamp you could be proudly riding our Giveaway Bike just in time to loudly usher in the new year. Think big, and remember who brought you the closest thing to riding free there is (remember, you have to buy a stamp), your friends at *Easyriders* magazine and J&P Cycle. —*Wordman*

CYCLES
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J&P
CYCLES
RevTech
Easyrider

Owner: J&P Cycles
(it could be you!)
City: Anamosa, Iowa

General
Fabrication: Daytec
Year/make: 2000 Special Construction
Model: Softail
Assembly: Team Daytec
Chroming: Orange County Plating

Engine
Year/model: 1999 Evo
Rebuilder: RevTech
Ignition: RevTech
Displacement: 88 cubic inches
Lower end: RevTech
Balancing: RevTech
Pistons: RevTech
Cases: RevTech
Heads: RevTech
Cam: RevTech
Lifters: RevTech
Carb(s): RevTech
Air cleaner: RevTech
Pipes: drag

Transmission
Year: 1999 RevTech
Primary drive: Primo Brute III

Painting
Painter: Todd Marino/Daytec
Color/type: frost yellow/powdercoat
Special paint: graphics by Kenny John

Frame
Year: 2000
Type: Street Scene
Builder: Daytec
Shocks: Progressive Suspension
Modifications: 35-degree rake

Accessories
Bars: Bad Bars T-Bars
Risers: 8-inch
Handlebar controls: CCI
Fender(s): Daytec bobbed
Headlight: Headwinds
Taillight: Daytec
Speedo: Dakota Digital
Dash: Ness
Pegs: Billet Concepts
Electrics: Daytec
Foot controls: Billet Concepts
Gas tank: CCI stretched
Oil tank: Daytec
Oil system: Goodridge stainless
Primary cover: CCI
Seat: Danny Gray
Mirrors: KüryAkyn
Grips: CCI

Forks
Type: wide glide
Builder: CCI
Modifications: 2 inches under, Progressive Suspension lowering kit

Wheels

Front
Type: RevTech
Size: 21-inch
Rim width: 2.15 inches
Tire: Avon
Brake: RevTech

Rear
Type: RevTech
Size: 16-inch
Rim width: 5 inches
Tire: Avon
Brake: RevTech

Photos: Markus Cuff

Meet July's Winner

Your July Fox Hunt winner is Miraculous Moira, from the Big Ass Sky Country of Montana! When we called her to tell her the good news, that the readers had voted her the winner, she told us that she was unavailable to shoot the first week of August, as she would be in Sturgis! Maybe she didn't know we would also be there ... who knows? No matter, we hooked up with her behind the Full Throttle Saloon for a rockin' photo shoot that the locals are still talking about. It was threatening to rain for most of the shoot, but that didn't deter Moira or our photog Pam Proctor from getting the job done. However, once the rain started, it was a little difficult to get the topless Moira into the trailer to wait the storm out. Something about being nekkid in the rain ...we didn't care; we were trying to seek shelter under her canopies anyway! After the rain cleared, we finished up shooting her on Dave Welch's 2000 Custom Twin Cam Rigid. I'm not sure, but I was told that Dave's helper—who threatened violence if we mentioned his name—was also rigid during most of the shoot and it had nothing to do with the hangover from the night before. Check out the whole shebang on page 99, and view all the lovely scenery of Sturgis. Oh, yeah, the bike and girl are there too. —*Sherwood O'Dunner*

Diana—Florida

#1201

"My first ride was 10 years ago. I remember the excitement and the feeling of being free and alive. It's been in my blood ever since."

Sasha—New York

#1202

"On my first ride, I rode a bike right onto the bar at one of my shows. With the lights on and the engine revving it was a screaming experience!"

Jennifer—Nevada

#1203

"We were tearing down the Strip, splitting traffic, with all the casinos lit up. It was awesome."

Keri—Texas

#1204

"Excitement. Freedom. What else can I say to describe my first ride? What a RUSH!"

Paula—California

#1205

"My first ride was with an ex-boyfriend. I fell in love with the ride, but once he sold the bike, he instantly became the ex."

Tonya—Oregon

#1206

"My first ride was with my dad when I was one year old. I have pictures to prove it! We lived in Panama and we rode all the time."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #330 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes November 1, 2000. The voting deadline for this month's crop of cuties is November 30, 2000. We'll print the winner in the May 2001 issue.

Here she is, bros, the August 2000 winner in our monthly Fox Hunt, Windy #802, from Dallas, Texas. See more of her next issue.

330

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
I am _____ years of age, born ____________________
I will pose fully nude ____________________
Model's Signature ____________________

Photographer's Name ____________________
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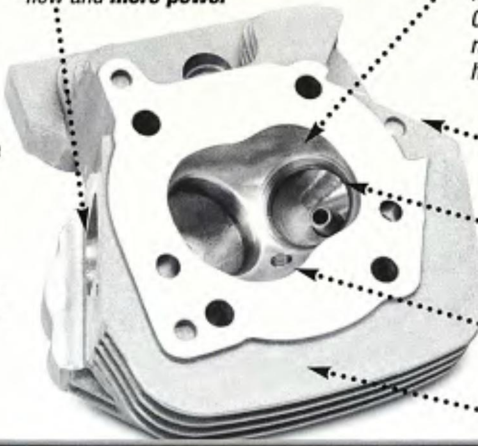

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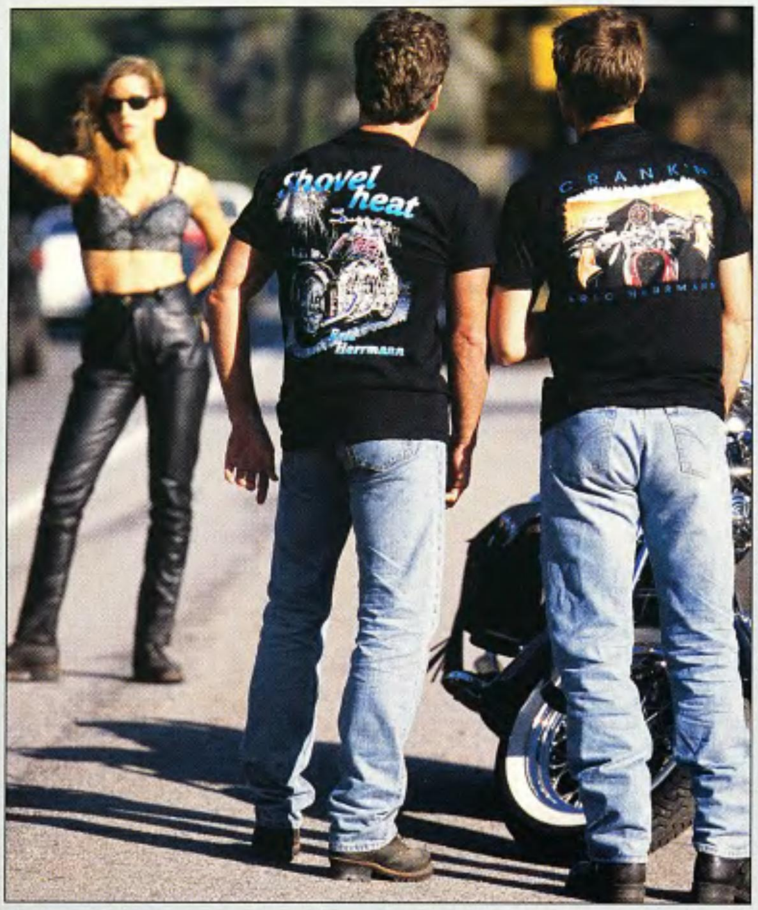

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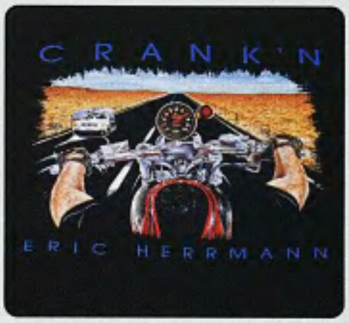

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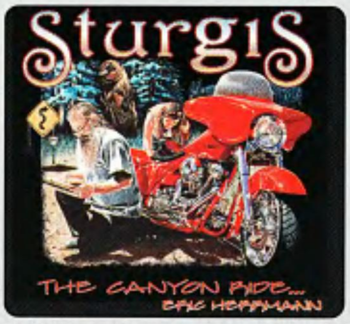

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Rip's BAD Ride III

KEEPING HIS MISSION ALIVE

Poised proudly against a white-trimmed stage decked out with "Rip's BAD Ride" banners, there sat a lone, leather-fringe-saddlebagged, metallic blue long-range Harley dresser. It was eerie. The bike had come to carry on what its rider had begun years ago. He couldn't make it this time. But as anyone present could tell you, Rip's spirit was shining as bright as the glorious day we were blessed with.

Rip's Bikers Against Diabetes (BAD) Ride III, was held June 11, 2000, at a new site, Irvine Regional Park in Orange County, an awesome location befitting the gathering of 3,500 on an idyllic Southern California Sunday afternoon. There was lush green lawn to lay on and tree-shaded picnic tables where folks could eat, drink, swap lies, and generally enjoy the proceedings.

In short, the day was a big step toward reaching the goal Rip (shown below, center) had envisioned many years ago. As this is being scribed, it is Labor Day, and the Jerry Lewis Muscular Dystrophy Assn. Telethon is running nonstop. Since about 1980, after we attended an MDA run in San Diego, Rip made it his mission to benefit a cause that was our (the American bikers) own. Since then, Harley-Davidson in general, and Glendale (Calif.) H-D dealer Oliver Shokuh, in particular, have carried the flag for MDA with incredible success behind regional MDA runs and the granddaddy of 'em all, the Love Ride (which will be happening for the 17th time on November 12).

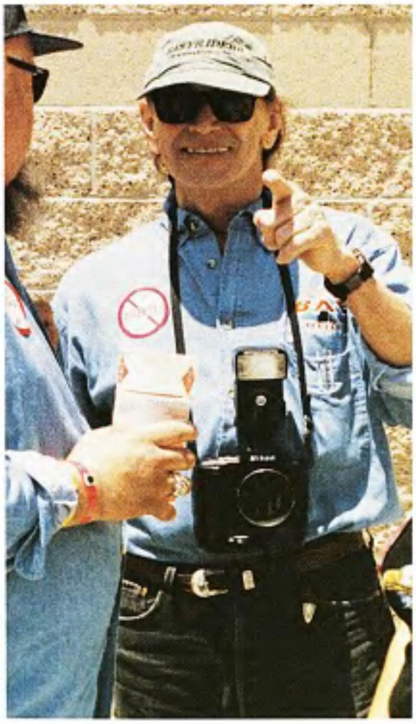
With a number of staffers, including Lou Kimzey, joining nearly 16 million others, diabetes seemed to be a worthy charity to sponsor. At times the idea lost steam; however, in ol' Rip's resolute mind it was never derailed. Especially after Rip, years later, was found to be an undiagnosed adult diabetic. The disease caused drastic changes in his life, but none that affected his will to see his dream through. It opened his eyes, and he saw how little was being done to cure it and how few were aware of it.

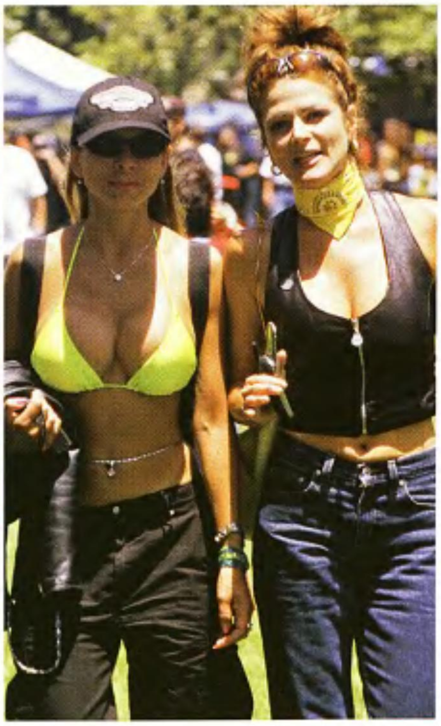
Four years ago Rip met a bundle of energy named Lori Stevens, from the American Diabetes Association (ADA), and together they began a plan that would first and foremost get the word out on diabetes—how common it is, the complications of the disease, how to manage on a daily basis, live productive lives and ultimately find a cure. This all requires dough, which is where Rip's BAD Ride comes in.

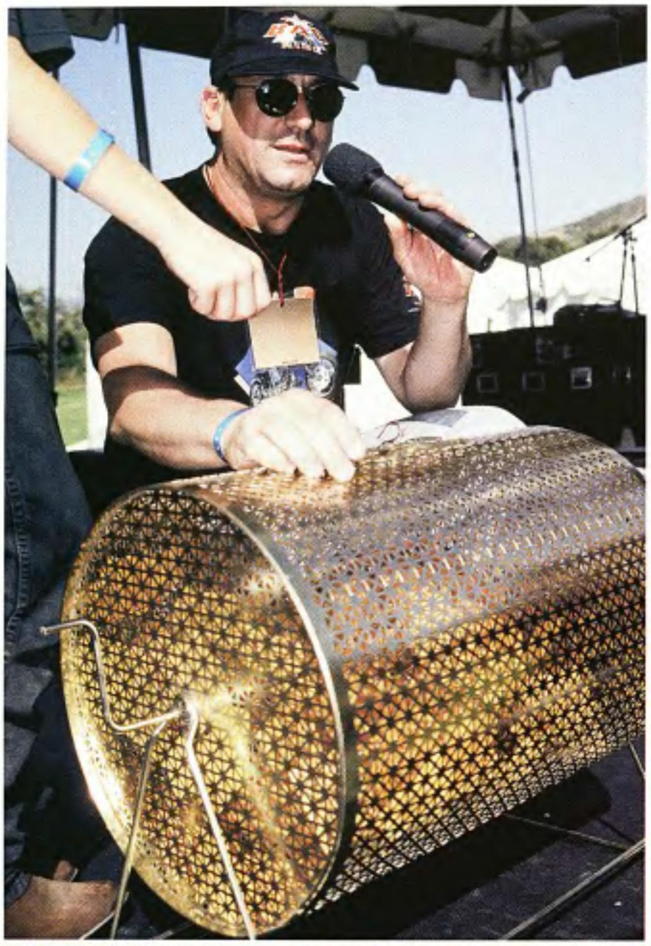
Rip unleashed a personal PR campaign within the motorcycle and entertainment industry and solicited and received the help, support, and good graces of Willie G. Davidson and family. Willie's son Bill has Type 1 diabetes and required zero prodding to jump onboard to lend his name and connections to make it work. Rip was clear that he did not want to compete with them against the various MDA runs, including the Love Ride, but wanted the biker population to have something of their own to help their own. The idea has become a success.

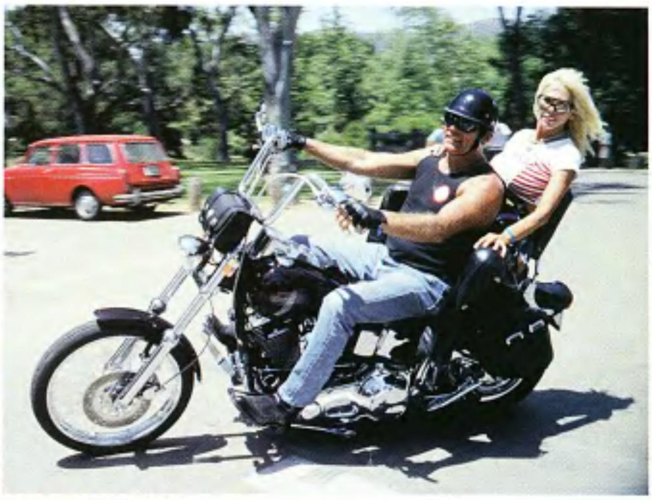
The BAD Ride volunteer committee is to be commended for their preparation, thoughtfulness, and their solid determination to see the big picture: public awareness of diabetes, its treatment, and finding an eventual cure. The BAD Ride is now a weekend affair that encourages riders to get donations for their own ride to the event (similar to the Love Ride).

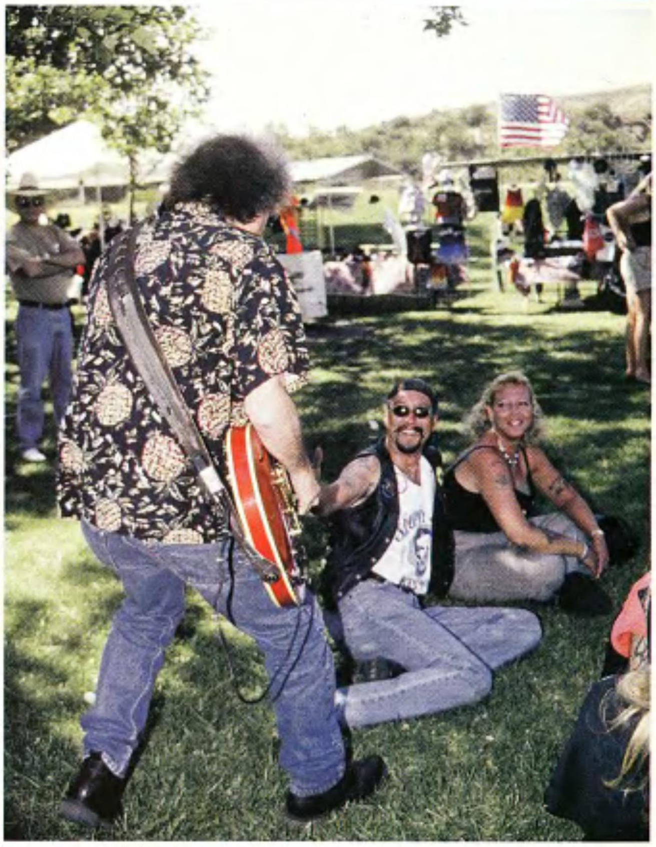
It also incorporates sponsors from inside and outside motorcycle industry.











Photos: Kim Peterson

Combined with Easyriders, Inc., industry stalwarts Performance Machine, JIMS, Rivera Engineering, Bad Pig, Desert Riders Assn., Engine Joe's Cycle Service, and Harley dealers from Glendale, Fullerton, Pomona Valley, Van Nuys, Marina del Rey, and Harbor City, lead the charge along with Schapiro and Leventhal, the motorcycle attorneys, Continental Coin & Jewelry, and a supporting cast of Adelphia, the cable TV giant, Recycler/Cycle Buys, and Rip's old neighborhood haunt, the Crossroads Bar and Grill.

A pre-BAD Ride party, which raised more than $14,000, was organized in Palm Springs by Lesley and Joe Boniface from Engine Joe's Cycle Service. Their effort was bolstered by Pup and Robbie Traughber, Joannie Traughber, and Jim Roberts who went the extra mile. Many riders were really BAD, raising more than $500, and Bob Schwartz and Robert Cremo deserve kudos for their fundraising, each bringing in more than $2000!

The Blue Cafe in Long Beach was an appropriate spot for Saturday night's VIP cocktail party and silent auction, given that Rip, at one time, lived and worked in the area and knew every nook and cranny of every bar and alley in the 'hood. All manner of memorabilia was auctioned off. Everything from an autographed copy of Sonny Barger's new book, to artwork, motorcycle clothing, to classic photos of Rip were on the block bringing in a stunning $7,500 to aid in the fight. A severe good time was had by all.

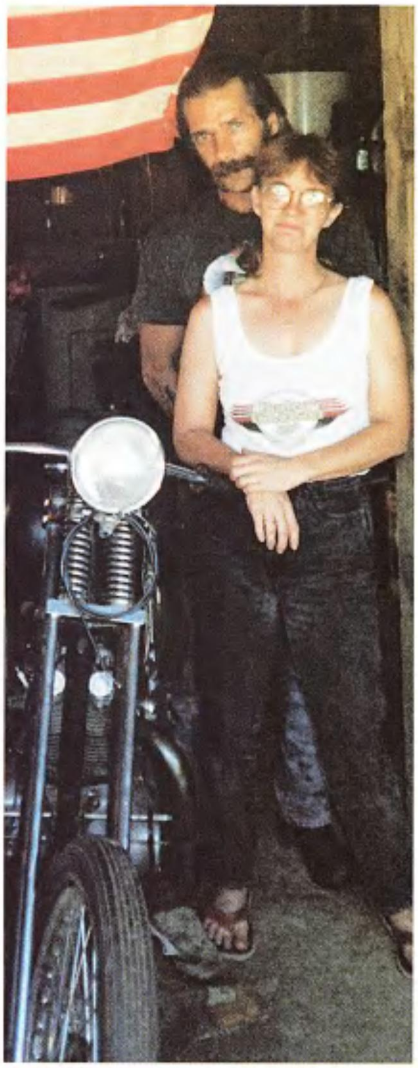
Sunday morning saw lots of Advil popping and dealerships all over SoCal bustling with bikers about to head to Irvine for an incredible day. Bike-ridin' babe Gevin Fax opened things with a beautiful rendition of the National Anthem, which lead directly into an afternoon of brilliant music provided by biker blues rockers the Fryed Brothers Band (favorites of Rip's), the Nelson Adelard Blues Band, and headliner Elvin Bishop. They all kicked ass.

The event was co-emceed by radio personality Krickett Davis and committee chairperson Kenny Gerston, who kept the proceedings moving. Karen Davidson served as Grand Marshal, and lent support from their family and the Motor Company. Actor and rider Larry Hagman shared his experiences in his battle with diabetes. Besides the music, a bike show, tattoo contest, and an exhibition by another of Rip's favorites, the Victor McLaglen Motorcycle Drill and Stunt Team, had the crowd on its feet, dazzled by the histrionics performed on a bumpy grass surface by these crazy uniformed men on their moto machines—yes, of course, all Harleys, from Knuckles to Evos. Also, a 2001 Harley Road King was raffled off and Mark Yamagami was the lucky winner.

The parking lot was stuffed with out-of-state license plates as people road in from not only all over Southern California, but Mexico, Ohio, Montana, Louisiana, Arizona, Utah, and Oregon. They were there to join in the fight against diabetes. They'd been touched by Rip's passion and wanted to fulfill his commitment to making a difference.

Lori says the event brought in nearly $200,000 but that the main thing is that people showed they cared and continued the B.A.D. Ride,without its lead rider. Next year's B.A.D. Ride IV is already being planned for June 10, 2001. The event will always fall on the second Sunday in June. For more information, contact the American Diabetes Association: 1570 Brookhollow Dr., Ste. 120, Santa Ana, CA 92705; (800)828-8293 ext. 7446; e-mail: lstevens@diabetes.org; Web site: www.ripsbadride.com.

As Willie G. so eloquently and appropriately said at B.A.D. Ride I, "Sometimes it's good to be bad." *—Loudmouth*



Black Beauty

—Debora Belcher

Hours spent by you
Sometimes alone,
Sometimes not
She's spread out
Completely in pieces.
Some small
Some large.
Your work is slow
Almost like a surgeon's
Piecing back, a broken body, together
The surgeon's work is done in hours
Your labor of love
Will take much longer
Sometimes you only stare at her
Thinking back to another time
When she was all one
The rumble of her engine
Is like a soul
Taking you places far away
Faith will let you ride her again
Hours spent riding wild
She's special—
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Ten Things I Love About Christmas

Being the kind of person that I am (keep your unkind remarks to yourself), I often get a bad rap as the Yuletide season rolls along. For reasons that I don't understand, people seem to think that I'm some kind of Scrooge. OK, to be fair, I do bitch and moan a lot at Christmas time, mostly about the crowds, the prices, and how ignorant people are when they're on the hunt for the perfect idiotic trinket, but then I also bitch and moan at other times of the year and nobody says anything about that. All right, maybe they do, whatever.

The thing is, I really don't hate Christmas. Despite what people think, there are actually things I really like about the season. So in order to vindicate myself and get this Grinch monkey off my back, I've listed 10 actual things I love about Christmas. And if you still think I'm a Scrooge, I hope you get nothing but ties this year.

1) When it comes time to buy gifts, you can snub people you don't like by leaving them off your list. Or, better yet, getting them something stupid like a toaster cover or an iguana.

2) Often when people gather to celebrate the birth of Jesus, the women dress like real sluts. Why just last year I was at a corporate Christmas party that included free booze, something called stuffed octopus (which tasted like stuffed inner tube), and the most beautiful bevy of fleshpots the eye has ever seen. Honestly, I felt like I was in a Victoria Secret pop-up catalog. I couldn't help thinking that this is what Christmas parties must be like in heaven, only there I suppose it would be more of a birthday party, and you'd probably need an invitation.

3) If you feel like being a miserable prick you can blame it on seasonal depression and nobody hassles you about it. Sometimes at Christmas I like to see how nasty I can be and still get away with it. One time, just for fun, I tore a chunk out of a co-worker, blamed it on Yuletide blues, and he ended up sending me a fruit cake and a pair of tube socks.

4) It's the only time of the year that you can drop in at someone's place unannounced, demand booze, and not have their dog chase you off the property. And they can't be impolite and ask you to leave 'cause that wouldn't be festive. Although, sometimes they do call the cops.

5) Christmas is the one time when drunken bearded men can dress up in weird suits and ask people to sit on their lap without getting arrested. Disguising yourself as a jolly, fat man is also great if you're planning anything questionable like mooning your boss, flashing strangers outside the mall, or ordering one of those umbrella drinks.

6) It's the only day of the year when it's traditional for your ol' lady to actually cook you a meal ... one that involves turning on the oven and getting turkey innards all over the kitchen, instead of opening a can or eating some nasty pizza that the underpaid delivery guy spit in 'cause you didn't give him a decent tip last time. That's the great thing about Christmas. Only your loved ones have the opportunity to soil your food.

7) At Christmas, nobody looks at you weird or calls security if you hang around the toy store looking at Barbie dolls for hours on end, especially if you can convince somebody to lend you a rugrat for the afternoon. And it's not just toy stores. You can openly carry a shopping bag containing things like frilly underwear, chocolate sauce, and a feather boa, confident that if you're spotted by someone you know you can pass your purchases off as gifts and not hobby material.

8) At Christmas it's socially acceptable to do perverse things to trees, all in the name of religion. This includes killing them, draping them in miscellaneous flammables, and impaling a plastic angel on top. Just for reference, it does not include calling them "Nancy," dressing them in a blond wig, and having them escort you to your company Christmas party.

9) If you have access to mistletoe there's a chance you might be able to get a strange woman to give you a kiss. If you have access to mistletoe and vodka you might even get a bit of tongue. If you have mistletoe, vodka, and a gold Visa card, you just might find true love.

10) At Christmas you can eat yourself into a near death experience and nobody calls you a pig. You can slop food on yourself, unzip your pants, barf if you must, then eat some more, and not get a second look. I've seen people eat until they had tears in their eyes, until they practically had plum pudding seeping from their pores, only to be offered more. Seems strange that we celebrate our major religious holiday by eating ourselves comatose, spending ourselves into the poor house, and numbing ourselves with gallons of hard liquor. I dunno, just wondering.

There you go. Ten things I love about Christmas. Anyone who's ever called me a Scrooge, a Grinch, or a male chauvinist pig (just wanted to throw that last one in there) can bite me. And if you're lookin' to buy me a gift this year, I could really use another drink. —*Greg White*

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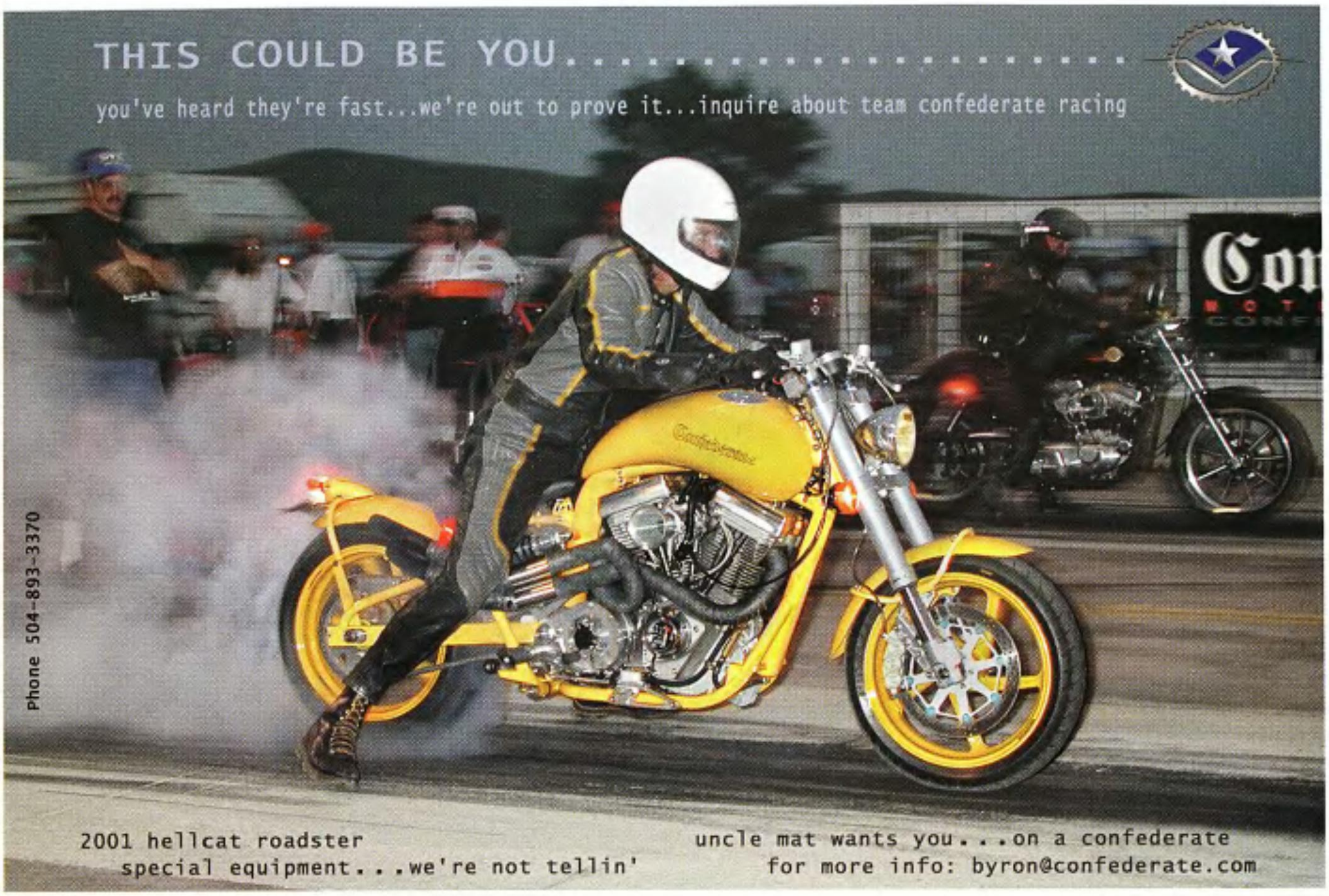
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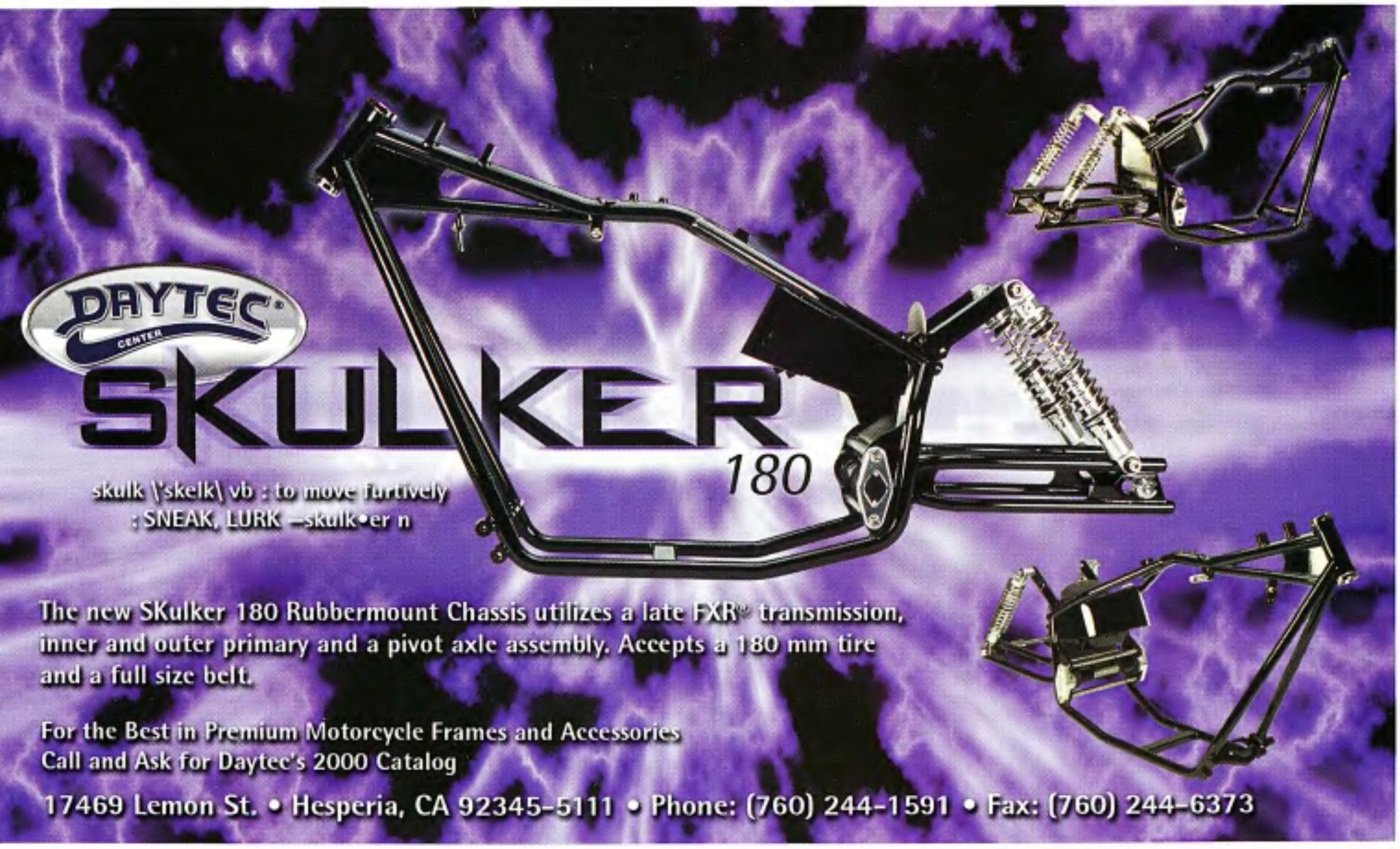
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Wrist-Wranglin' Rigid

Picture this: some dude up in the Outer Klondikes; he just wants some peace and quiet, away from the insanity of much having anything to do with civilization. Log cabin, some maple syrup, a dog, some snow shoes, a parka, the whole Eskimo pie, so to speak.

YET ANOTHER REASON TO LIVE

OK, so Yukon Jack here also wants to ride. Now you figure a guy with this much of a solo streak will do things exactly as he pleases, and come springtime, he'd love nothin' more than to roll a project scoot out of the cabin and go seekin' the finer pleasures of ... but how in the name of the Northern Lights will he be able to construct his primo custom ride for the express purpose of creating the type of adrenaline surge associated with hanging off a 5,000-foot mountain top with a burning rope in your hand? Especially when he's out in the middle of god-forsaken latitudes and longitudes?

Simple. He logs onto the Internet and goes right to www.american-made.com, and tracks down Dave Welch. "We're a mail order business," Dave explains. "We help guys build bikes over the Internet and over the phone. We also like to try out most of the products we sell ..."

And therein we discover the true meaning of this featured bike's life. Yessir, when a man feels the notion (as Dave did personally)

to fit an 88-cubic-inch Twin Cam outta-the-crate H-D power plant directly into a rigid frame, runnin' a 230 rear tire to see if it would work, well, let there be light! Dave was sure that the combination would relieve some weight off the front end with a certain amount of judicious throttle, and lawdy lawd, he was sho' 'nuff right.

A Chopper's Inc. fat plate and 1/8-inch motor grind fit the TC 88 snugly and smartly into place. The D&D stretched gas tank and a short LePera seat plate (modified by American-Made) put the "ubba" in the hubba-hubba concerning the long lean lines of this rolling Viper cousin. Dave had wanted "that look," and that look he got, thanks to fine painting by Benny Benson and classic '50s graphics by Bart McCoy. Yeah, this scooter rocks!

Dave's use of a stock '99 Dyna wiring harness allows him to hook the bike up to factory shop sensor equipment to diagnose and dial-in any li'l ol' thang on the TC 88 engine. The hidden wiring is clean as an eagle's eyeball, and it looks just as sharp.

Speaking of looks, Dave wanted us to mention in particular the Damon's MC license plate holder with the Kenny Boyce inlaid LED lights that double as brake lights. "The fool who can't see these is fucking blind," Dave chuckles.

With all that said, let's fast forward to the bottom line: Was the experiment, built in the name of testing combinations for future buyers, a success? "It will pull the front up at the stop light," Dave confirmed.

Ahh, don'tcha just love a happy damn ending? But why let it end here? You can give American-Made a holler at (800) 696-2452 and play velocity scientist, too. From the four corners of our ever-evolving sphere, the freedom to ride is now just a tad sweeter and all the sweeter still with this month's Fox Hunt winner, miraculous Moira aboard this one-of-a-kind ride.

Speaking of hardbellies and hot rides, check out our own Ms. Easyriders, the lovely Lisa, on yet another astounding American-Made wonder chopper built for the Sturgis 60th anniversary in the March issue (#104) of *In The Wind*, on sale December 5. —*Captain Trash*

Owner: ....Dave Welch/ American-Made
City: ....Carson City, Nevada

General

Fabrication: ....American-Made
Year: 2000
Make: ....Special Construction
Model: ....Twin Cam Rigid
Assembly: ....American-Made
Chroming: ....Paughco

Engine

Year: 2000
Model: ....Twin Cam
Rebuilder: ....American-Made
Ignition: .... Dyna S
Displacement: ....88 cubic inches
Lower end: ....H-D
Balancing: ....factory
Pistons: ....stock
Cases: ....H-D
Heads: ....H-D
Carb: .... S&S Super "E"
Lifters: ....H-D
Air cleaner: .... H-D
Pipes: ....Vance & Hines Short Shots

Transmission

Year: 2000
Type: ....RevTech 5-speed

Paint

Molding: ....Benny Benson Painting
Painter: ....Benny Benson
Color/type: ....Black/PPG
Special paint: ......graphics by Bart McCoy; powdercoating by Althizers Powder Coating

Frame

Year: 2000
Type: ....Big Bones Rigid 230
Builder: ....WinProducts/ Rolling Thunder
Modifications: ....39-degree rake, 2-inch stretch

Accessories

Bars: ....1-/4-inch drag bars
Risers: ....6-inch pullback
Handlebar controls: ....Drag Specialties
Fenders: ....H-D/American Made front;Wernimont/ Drag Specialties rear
Headlight: ....Mean Street
Taillight: ....Damon's MC
Speedo: ....Dakota Digital
Dash: ....none
Pegs: ....JayBrake
Electrics: ....H-D
Foot Controls: ....JayBrake
Gas tank: ....D&D Metalworks FatKatz,stretched
Oil tank: ......Big Bones wraparound
Oil system: ....H-D
Primary cover: ....open leg grabber
Seat: ....LePera Custom
Mirrors: ....KüryAkyn
Grips: ....Drag/Ness

Forks

Type: ....springer
Builder: ....Paughco
Modifications: ....3 inches over

Wheels

Front

Type: ....American Wire Wheel
Size: 21-inch
Tire: ....Metzeler 880
Brake: ....GMA

Rear

Type: ....Drag Specialties
Size: 15-inch
Tire: ....Avon 230
Brake: ....GMA
Photos: ....Pam Proctor

Can You Ever Have Too Much Money?

In the city where I live, which I am not going to name because I don't want any company, a trendy new restaurant recently opened downtown, which is all the rage with the silk tie and beamer crowd. They offer the finest cuts of cow, seafood so fresh it's still got bits of sewage stuck to it, and a world-class selection of wine, none of which have screw-off caps. Wine so expensive it costs the price of a six pack just to have the waiter walk by with the cork. Wine, which I would never drink because, well, wine's kind of a girlie drink and I wouldn't be caught dead drinking it in public.

Anyway, one evening a guy goes into this restaurant and in a desperate attempt to lure some female out of her dungarees, orders a bottle of this fine wine. And not just any fine wine, mind you. This bottle of wine costs 10 thousand dollars. I'm not kidding. Some asshole actually ordered a bottle of wine that cost the price of a new scooter. Talk about screwed-up priorities. But wait, the story gets even more perverse.

While the waiter is bringing the bottle of premium vino to the table, no doubt feeling a little freaked out by the value of his cargo, he trips and watches in horror as the bottle smashes on the floor. In the world-o-wine this is considered a serious faux pas.

Enter the restaurant owner. Rather than fire the waiter on the spot, he sees the opportunity for thousands of dollars worth of free publicity and calls the local papers. Because it happened to be a slow news day they rush right over, find out what a nice guy he is, and proceed to lick him all over like a fresh born kitten. They take toothy photos of the boss and the clutsy waiter, which appeared on the front page of the paper the next day; everybody raved about what a great human being he must be and they all lived happily ever after.

My point in relating this story to you is this: The guy who ordered the wine had too much money. You don't need to get a look at his bank account to figure this out because anybody who would drop 10 grand on a bottle of wine has to be seriously rich, not to mention deeply stupid. Unless it's the actual bottle that Jesus drank out of at the last supper, you're being ripped off. It's a pretty safe bet that there were no bikers in the crowd 'cause there were no reports of anybody dropping to the floor and sucking the bubbly out of the carpet. If it were truly that valuable you'd think somebody would at least try to get a taste. Hell, I once drank a milk shake off the floor mat of a '66 Pontiac and it only cost me a couple of bucks.

If I were a rich guy I'd try not to be such a dork about it. I'm a simple guy with simple tastes. All I'd need is a comfortable scooter and I'd be happy. Well, maybe a scooter for every day of the week, because if I didn't have to work I'd spend every day riding from one strip bar to another in search of the perfect set of hooters. I'd also need a big garage to keep the bikes in, and I guess if you're building a garage anyway you might as well attach it to a house. But not just any house. I'd want a house that was fun to live in, with a game room, a home theater, and chairs that vibrate to give a special treat to any attractive lady friends who might happen by. I suppose I'd also need a security staff to keep the less attractive away. Probably get some gates and a big-ass fence with electric wire around the top to give a special treat to any burglars who might happen by.

I'd also like to do some traveling if I had the cash, but this creates a bit of a problem. You can't smoke on most planes and the booze service is horrible. You can exhaust yourself twisting the caps off all those tiny liquor bottles, especially when you need four or five of them to fix a decent drink. And you can forget about beer. Airplane beer never tastes right. I think the altitude screws up the bubbles and the pressure squeezes your bladder so much that you spend the whole trip in the head while the turbulence shakes you around like a rock in a wet tin can.

So to avoid the trauma of airline travel, I'd have to buy my own plane. And not some bush plane. I'd want one with a huge bar and a ramp to load my scooters so I could take my search for the perfect hooters to strange and exotic locations. Then, just to be safe, I'd paint my name on the side in big, gold letters, not for ego, but just in case I got liquored up at the airport, I'd be able to find my ride and not stumble onto some flight bound for Iraq or one of those other fun-hating countries.

Other than that, having money wouldn't change me. Sure, if I were rich, I'd have a good time, but like I said, there's no reason to be a dork about it.

—Greg White

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Why I Ride A Harley

A CHRISTMAS ROAD TALE

Charles was in a foul mood. December 25, Christmas Day, was usually the happiest day of the year in the McGovern household. The halls were decked, the tree trimmed, and fresh mistletoe hung over the front door. Mrs. McGovern made sure everyone got a hug and kiss during the holidays. But neither the Christmas spirit nor the cold winter winds outside their door would cool Mr. McGovern's temper today.

"Kids today. Damn fool kids!" he ranted.

"You mind your tongue, Charles," his wife, Frances, scolded, "The children may have grown and left the nest, but I'll have no profanity in this house!"

"But he tricked me, mother, my own son."

"It's nothing you wouldn't have done in your younger days, Charles."

"I would never have placed my wife and five-month-old son, our grandson, in such danger." he replied. "He said he needed the money for a vehicle, not that noisy contraption!"

* * *

Raymond had come to his father to ask for a loan of $300 for a down payment on a vehicle. He'd never before had a problem walking to the corner grocery or using public transportation to get to his job at the factory. But with his new wife, Florence, and the baby, his son, Roy, he needed more dependable transportation.

His father, Charles, was at first reluctant to loan out such a large amount of money. His son had more of a liking for cold beer and late-night poker games than his father thought prudent. Charles had to admit, though, since his son's marriage, new job, and especially since the arrival of the baby, he was spending a lot more time at home with his family and a lot less time out with the boys.

The next day he had his son meet him at the bank where he laid six crisp new $50 bills into Raymond's hand. "Don't worry about paying us back, son," he said. "Consider this a Christmas gift to you, Florence, and the baby from your mother and I. Just be sure and find something safe and dependable. I want my daughter-in-law and grandson to ride in style."

Raymond embraced his father and promised him his wife and son would have the best. He further promised to unveil his new set of wheels at Christmas Eve dinner, which was just a few days away.

Christmas Eve was cold and snowy that year. A six-inch blanket of fresh powder covered the ground with near blizzard conditions throughout the day.

"What's keeping them?" grumbled Charles. "It's near six o'clock and the turkey's ready to be carved."

"Relax, dear," his wife answered. "I think you're more anxious to see Raymond's new vehicle than your own grandson."

"Nonsense!" he barked, "It's already dark and the roads are a mess! With this weather he should have left early and gotten here before the sun set."

A low rumble came from the distance, quickly gaining in strength as the seconds ticked by until the booming sound filled the house. Glancing out the window Charles could see a single, bobbing headlight coming up the road. He gasped in surprise as the bouncing headlight and rumbling machine plowed through the snow covering his front yard and skidded to a stop at his front porch. There sat his son on a grease- and snow-covered Harley-Davidson motorcycle, his wife and five-month old-son in the attached sidecar, all bundled up and covered in snow.

"I told you they'd only have the best, father!" he shouted. "Merry Christmas."

The story you just read is true. The year was 1927. Charles and Frances McGovern where my great grandparents. Their son, Raymond, and his wife, Florence, were my grandparents, and their, son Roy was, of course, my father.

Great-grandfather Charles eventually forgave his son for "trickin'" him, and Raymond (without his father's blessing) continued to ride Harleys for many years, as did my father in his youth, as I do now. Harley-Davidson was in our blood then and has been passed down through each generation to the present. My five-year-old grandson, Cody, loves to ride around the yard with his "Pa Pa" on a Harley. When he's older, maybe he can take Pa Pa for a ride.

I've been asked many times over the years, "Why do you ride a Harley?" I could use this story to explain, but I save it for friends and relatives I really give a shit about. To everyone else I simply answer, "Why not?"

—B. McGovern

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Lessons Of A New Rider

I took delivery of my concord grape Road King Standard in January of 2000. Considering I only had to wait eight months for it, I was very lucky indeed. I had heard some horror stories of bad dealerships and horrible salesmen, but the people at Roeder H-D in Monroeville, Ohio, were all wonderful, especially my salesman Bruce.

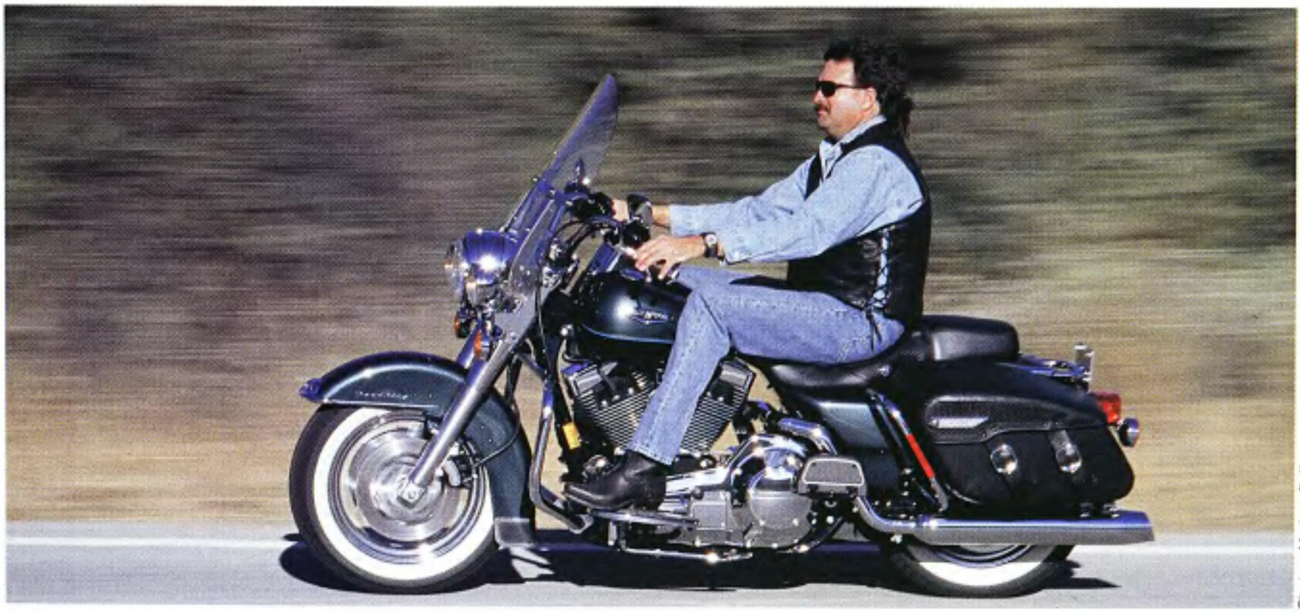
Since it was in the middle of winter here in Ohio and I am a brand-new Harley rider, the people at Roeder's put my bike on a covered trailer and delivered it right to my doorstep some 60 miles away (for no charge, I might add). How's that for service! So once my purple dream came to my humble abode, all I could do for three months was stare at it and dream of the rides I would be taking, the good times to be had, and all of the new adventures I would have on my bike. That was a *long* three months indeed.

I was happy to have my bike, of course, but I really couldn't wait to go out and ride. Luckily the gods took pity upon my soul and blessed northern Ohio with some temps in the lower 60s upper 50s for about two weeks in the middle of March. So with due diligence, I took my scoot out for its virgin cruise. I read the manual and took great care not to exceed the limits set by the Motor Company for the first 50 and 500 miles respectively. I had saved for three years for my purple dream and I didn't want to hurt it in any way, shape, or form.

I've ridden dirt bikes for a few years but riding on the street is totally different. When I fall in the sand on my dirt bike, no big deal ... just get up, stop laughing, dust off, and kick-start the beast back up and down the trail I go. But if I drop my Harley and get run over by another vehicle ... well, boys and girls, that's a whole different story. So I tried to sign up for a rider safety course, but the earliest I could get in was late July. This being early March ... Hmmm ... what to do? After asking some questions of my biker friends, I went down to the DMV and got my temporary permit, which allowed me to ride with restrictions. Something is better than nothing, so I'd been limiting myself to small rides around the neighborhood on two- or four-lane blacktops, staying off the Interstate and trying not to ride in bad weather. I was careful and finally got my first 1,000 miles on the clock, so I took it in for service at Signature H-D in Genoa, Ohio. I called on a Friday, took it in the following Monday, and had the bike back on Tuesday. They were great—in one day, out the next.

Then a friend of mine asked me if I wanted to go on a little run with him. My bike had just been serviced, I was feeling better and better everyday about my abilities to ride, so of course I said yes. But I told him that we would have to take the back way and stay off the Interstate and ride within the limits of my learner's permit. He looked at me with a little envy in his eyes. I think he was remembering back when he was brand-new and his first little "road trip." So with a smile on his face, he agreed. We got out the map and started to plan a back way to out destination.

We met up at a little restaurant halfway between our houses and took off down the road to my mother's place in northern Michigan. It's not that far away, only about 350



Photos: Markus Cuff

miles one way. But to a novice like myself, that was far enough. I received some wise advice from a biker friend: Do not get cocky and ride within your limits. That man is becoming smarter and smarter in my book every day. I learned many things on that first weekend trip: First, put the rain gear on before it starts to rain. Second, sunscreen and lip balm are a good thing to have with you. Third, when I ride for too long my hands go numb. Maybe I'm too nervous and grip the handlebars too tight. (Next purchase is a pair of gel gloves) Fourth, going into little towns along the way for gas and other various pit stops and talking to complete strangers who want to know about your bike is very enjoyable.

We were stopped in some little town that I can't even remember the name of and one of the locals in his beat-up Chevy truck looked at my Ohio plates and said, "Little ways from home aren't ya?"

To which I replied, "Only about 200 miles, but it's a nice day for a ride and things could be much worse."

"How's that?" he said.

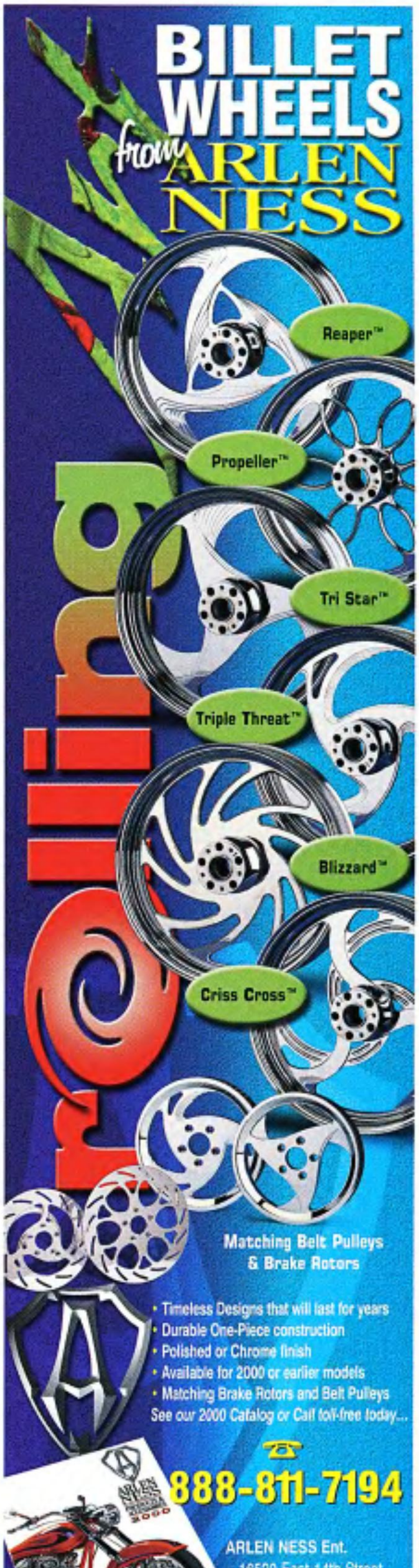
"I'm still above ground, the sun is shining in my face, and it's a beautiful day for a bike ride." He just got a big smile on his face and told me good luck and to stay out of trouble, or at least don't get caught. At that we both started to smile and he drove away. Fifth, and this one kind of goes along with the last point, I know it's been said before but I'll say it again, it's not so much the destination but the journey that's the thing. So often in life these days it seems like we're all in a rush to go here and there and we never just take time to enjoy where we are at the moment. Many of us are always thinking about getting there as quickly as we can in order to enjoy ourselves once we get there. What's wrong with trying to enjoy ourselves all the time? With all the cell phones and pagers, money machines, and instant this and instant that, everyone (myself included) should take a little more time to just "be." Life is too short to be running around like the proverbial chicken with his head cut off. For when one tries to do everything, one usually ends up accomplishing little.

And lastly, cruising down the highway with good friends is something that *everyone* should experience before they die ... several times ... even if you are cold, wet, your hands are going numb, and bugs are hitting you in the face despite a windshield. At that moment, I was a very happy boy.

I know a lot of people reading this have been riding for as long as I've been alive, or even longer, but remember back to your first bike and your first road trip, albeit in my case a little weekend trip. Remember the sheer enjoyment of just riding down the open road and looking up to the sky and thanking whatever God you pray to and saying, "Today is a good day to be alive." I have to admit that for a few moments while I was cruising down that two- lane blacktop I forgot all about the bugs and the numb hands and the sunburned parts of my body. I just had a stupid grin on my face and thought to myself, I know now what the bumper sticker means that reads: *If I have to explain, you wouldn't understand.*

I've been bitten by the Harley bug hard, but I don't mind because she doesn't eat too much anyway. And, yes, for those of you who were wondering, I was planning my next trip while I was on the way home from my first one. I hear West Virginia is nice this time of year ... or maybe southern Indiana. Wherever the road takes me it doesn't really matter, I guess; it's the journey that's the thing ... at least for me it is.

—Aaron Masson



Redwood Run 2000 WINS

When *Easyriders* received a couple of invitations to attend Redwood Run 2000—the Run's 23rd annual event back in June—one of our photogs grabbed the invites, a handful of magazines, our trusty party-dyno, and bolted out the door drooling and mumbling something about Humboldt hospitality.

Northern California's Redwood Run has earned the official *Easyriders* stamp of approval as one of America's best and most exclusive biker bashes. Why, you ask? Because the Kiwanis and the MMA have been dialing in this party for years. They want the Redwood Run to achieve a hard-pulling, broad pleasure curve that intersects with an equally impressive entertainment line at maximum BPM (beers per minute). Peak BPMs at most rallies usually occurs during the semi-finals of the wet T-shirt contest, then peters out. Not at the Redwood Run, though; peak BPMs were sustained all the way through to the headlining band Saturday night.

So what makes this party so exclusive? The biggest reason is that the number of attendees is limited to 5,000 people. Four thousand eight hundred tickets are sold in advance between the first of February and the end of May. That leaves only 200 measly tickets for sale at the gate for the poor-planning bastards who just show up. It's a cozy party, just you and a few thousand friends. Same time, same place every year, and the party just keeps getting better and better.

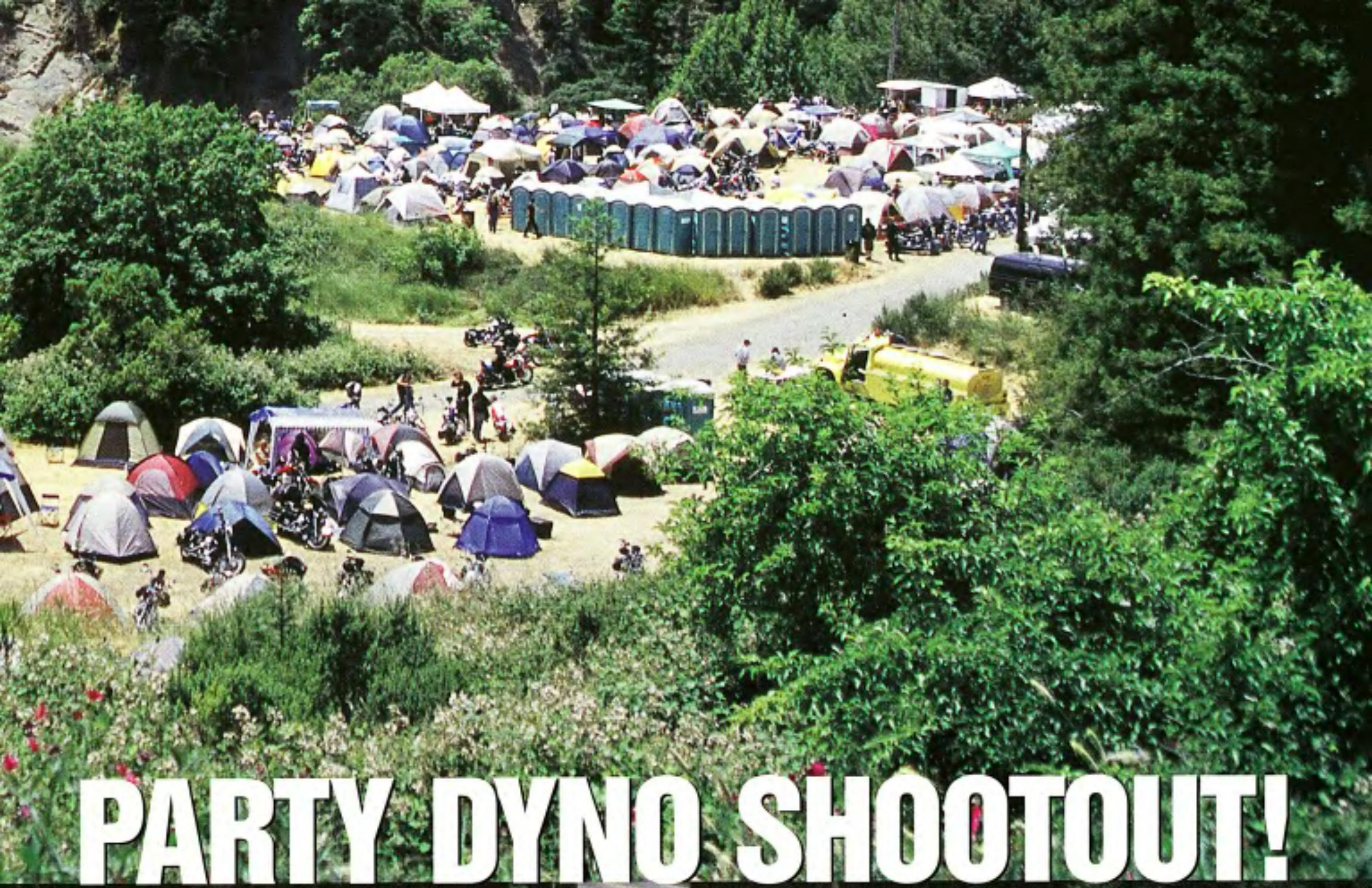
Most of us have been to rallies that have too damn many people attending for the facilities and preparations. Other rallies leave you waiting in ridiculously long lines for everything from beer and food to the pisser and showers. I don't know about you, but after riding from L.A. to Garberville in one shot, the last thing I wanna do is stand in lines all weekend.

Don't get me wrong, there are lines, but they are well organized and move quickly. Doug and Sciandra, two of the event's organizers have been striving to make it more fun and comfortable every year. Some of the comforts that have become better each year are: more, bigger, and better hot showers; hand and face washing stations near food and restrooms, so you don't feel grungy all weekend; and this year there were a lot more his and hers porta-potties that were (thank you Jesus) cleaned regularly around the clock.

Some people balk at the $70 ticket price, but if you break it down, you get a hell of a bang for your buck. You get two nights of camping with hot showers and a steak dinner with all the trimmin's. The entertainment line-up for the weekend was all-inclusive and top-notch. Friday, you got Bryan Howe (former lead singer for Bad Company), Pat Travers, John Mayall and The Blues Breakers, and The Jeff Jolly Band. Saturday you got Spud Gun (a local favorite with the nicest billet potato cannon I've ever seen), The Delta Wires, Lidia Pense and Cold Blood, The Fryed Brothers, Elvin Bishop, and .38 Special.

Saturday you also got a wet T-shirt contest that's the best on the West Coast, a slew of silly-assed biker field games, and for the gals, a wet shorts contest that was hysterical. If you needed anything, there were plenty of food, drink, and merchandise vendors to choose from all weekend long.

The Redwood Run is known for its tradition of freedom and its atmosphere of tolerance. The run is on private property away from the prying eyes of Smoky the nosy bear, and everyone who attends is made to feel like family, even first-timers. Make no mistake, though, this is no family run. Sorry, kiddies—this run is one of



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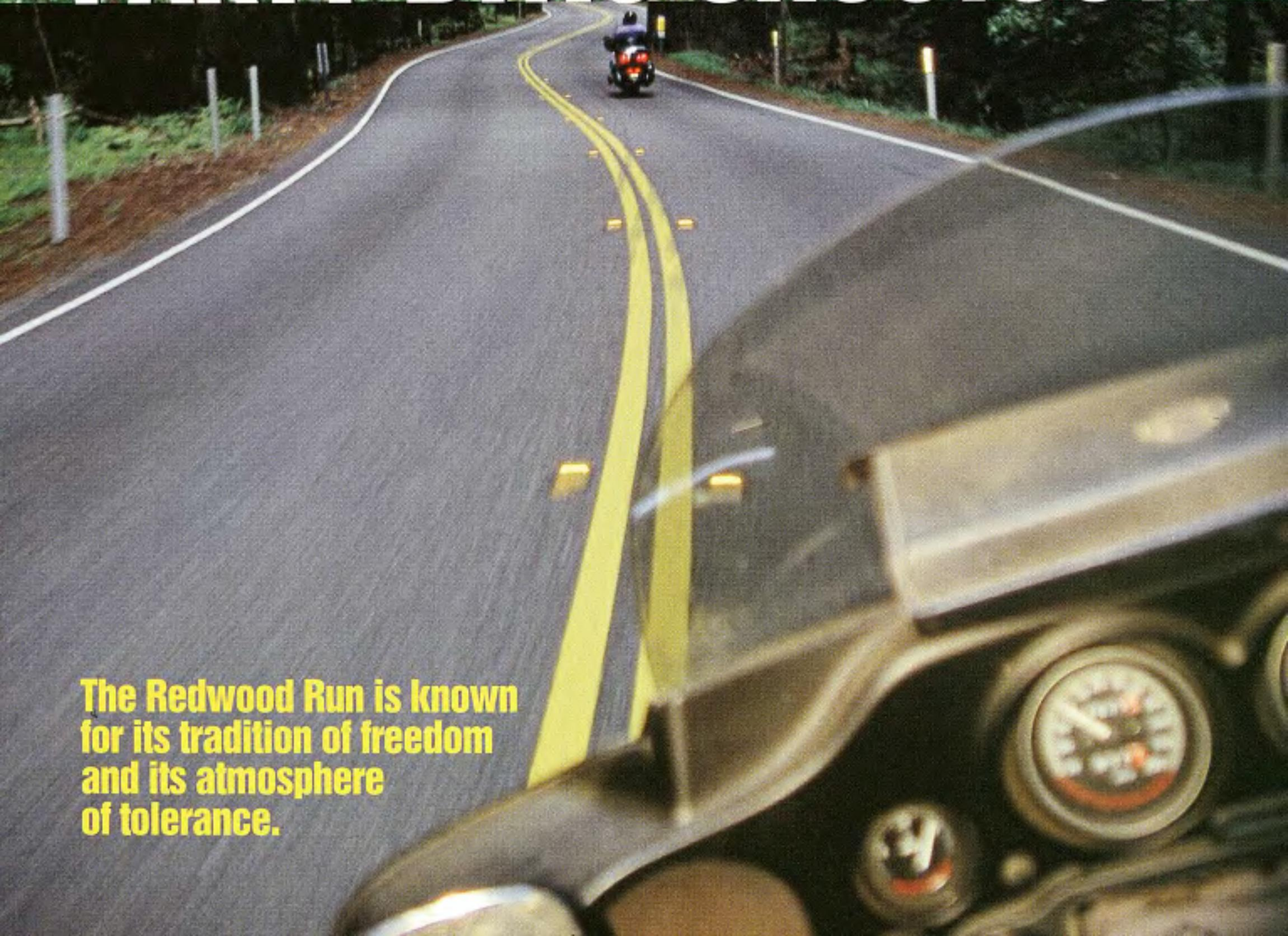

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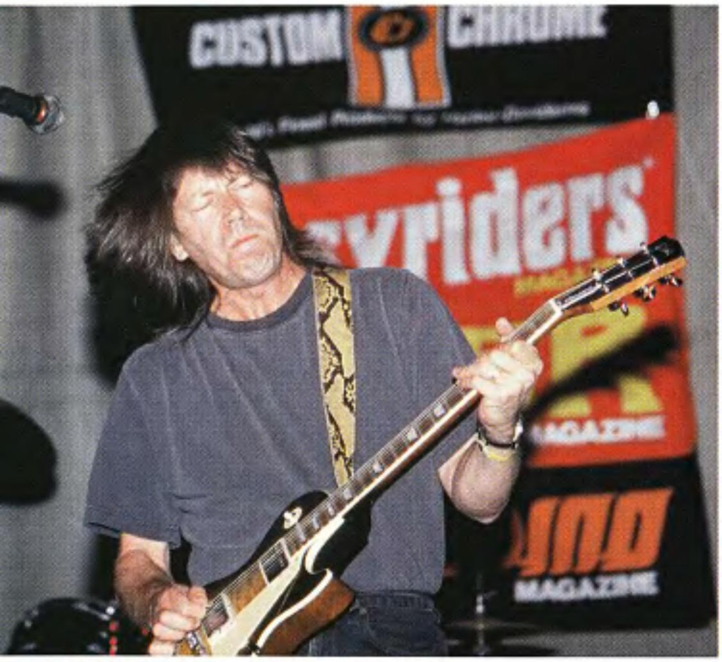
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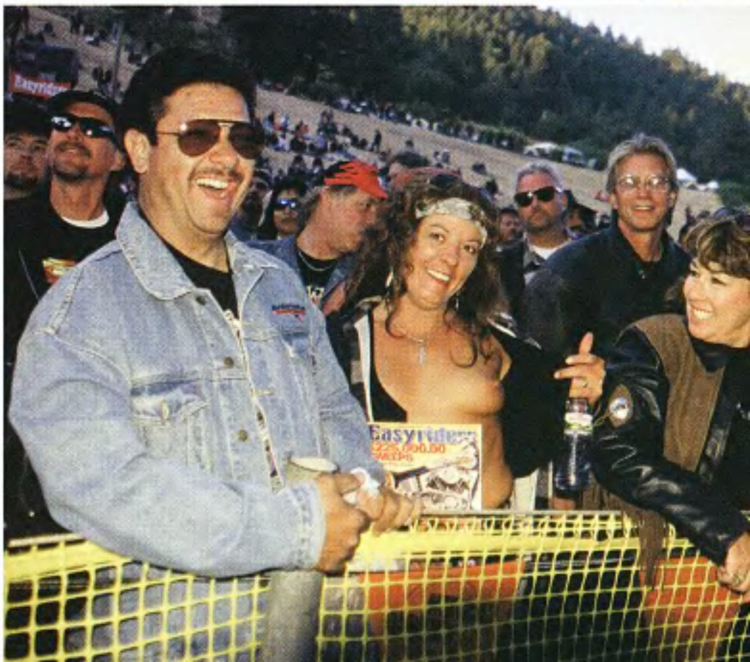
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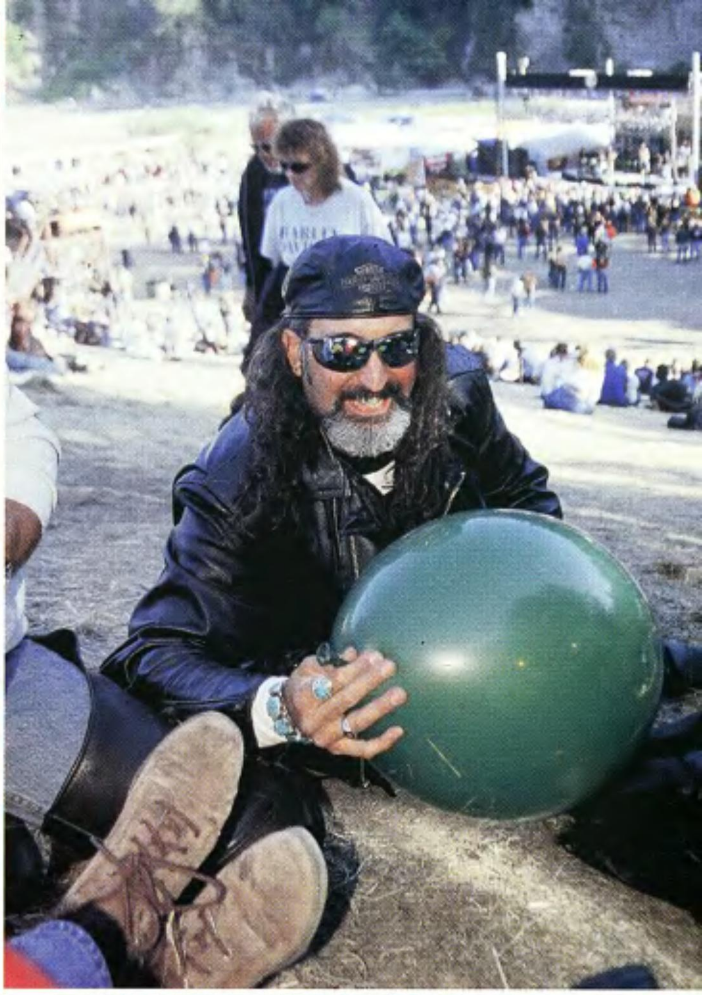

the last-of-a-dying-breed runs for adults 21 and over. This is a party where mom, dad, and their friends can literally let it all hang out and party like it was gonna be outlawed tomorrow.

Natch, we all love the wet T-shirt contest. This year there was a little drama over a stunning late entry—a Bo Derek look-alike corn-rowed knockout who showed up a little late for the contest. She didn't make the original sign-up cutoff—you know, the paperwork that prevents drunk chicks from sobering up and later suing anyone. So she was whisked back stage for a quick sign-up then ran back on stage and couldn't seem to find her rightful spot in the line-up on stage. She was eliminated before the finals, which was way to soon for my taste. She was causing a ruckus, but it was really fun to watch. Eventually, a cute little barely-legal, au naturel local honey from Garberville won. Her dad was at the rally and a long-time attendee. He musta been one proud—or worried—papa that day, seeing his precious little girl in a whole new light.

The list of charitable organizations that the Redwood Run supports is too long to list, as is the complete list of people to thank for helping out. Thank you to the Kiwanis, the MMA, the CMA, all

the clubs, organizations, and individuals who give it their all and make the Redwood Run a big success. Mostly thanks to all the attendees for keepin' a fine tradition of freedom alive and thriving in the Redwoods. You can rest assured that the money raised goes to good causes, many of them for children.

Remember, the Redwood Run sells out every year. If you want to get in on the most exclusive blowout on the West Coast, which measured off the scale just before our party-dyno had a heart attack, you'd better get your tickets early. Get 'em by calling (707) 247-3424 or check out their Web site at www.redwoodrun.com. Hope to see you next year.

—Stan & Natalie Miles

Photos: Stan & Natalie Miles

Biker Sex Quiz

This li'l ditty came in from a biker bro called "Banana" (don't ask; that's just his nickname). It's a test to see where you live on the biker food chain. Take the Biker Sex Quiz and see how ya measure up.

—Ed.

I've been riding a Harley for better than 15 years, a couple of them in a club ya never heard of, and I've tended bar in L.A. and Las Vegas, usually in places where riders hang out. Over the years, I've developed a couple of tests that tend to separate the bros from the hoes, if ya know what I mean. This one deals with sex and the biker. Take this test if you dare. Good luck!

1. Around women, intercourse should be referred to as:
- ❑ **A.** Lovemaking.
- ❑ **B.** Fucking.
- ❑ **C.** The fleshy hog heading into Tuna Town.

2. You should make love to a woman for the first time only after you both have shared:
- ❑ **A.** Your views on what you both expect from an intimate sexual relationship.
- ❑ **B.** Your blood test results.
- ❑ **C.** Five tequila slammers.

3. You time your orgasm so that:
- ❑ **A.** Your partner comes first.
- ❑ **B.** You both come together.
- ❑ **C.** You don't miss a club meeting or happy hour.

4. Spontaneous sex on the kitchen floor is:
- ❑ **A.** Healthy, creative love making.
- ❑ **B.** Not the sort of thing your ol' lady would ever say no to.
- ❑ **C.** Not the sort of thing your ol' lady should find out about.

5. Spending the whole night cuddling and caressing a woman you have just had sex with is:
- ❑ **A.** The best part of the experience.
- ❑ **B.** Something you have to do occasionally if you want to sleep with her again.
- ❑ **C.** Gonna cost her big time!

6. Your ol' lady says she's gained five pounds in the last month. You tell her that is:
- ❑ **A.** No concern of yours.
- ❑ **B.** Not a problem, she can hit the gym and work out with you.
- ❑ **C.** A conservative estimate!

7. You think that today's sensitive, caring man is:
- ❑ **A.** A myth started by lesbian women's libbers.
- ❑ **B.** An oxymoron.
- ❑ **C.** A moron.

8. Foreplay is to sex as:
- ❑ **A.** An appetizer is to an entree.
- ❑ **B.** Primer is to paint.
- ❑ **C.** Wrenching is to riding.

9. Which of the following are you most likely to find yourself saying at the end of a relationship:
- ❑ **A.** I hope we can still be friends.
- ❑ **B.** I'm not in right now, please leave a message.
- ❑ **C.** I'm taking Bambi home instead of you.

10. A woman uncomfortable watching you masturbate:
- ❑ **A.** Probably needs a little more time together with you before she can cope with that type of sexual intimacy.
- ❑ **B.** Is probably uptight and a lousy lay.
- ❑ **C.** Shouldn't have sat next to you on the bus.

Now add up your answers using this points system:

A = 5 points
B = 10 points
C = 15 points

Less than 100 points = Sidewalk Commando
Check down your pants to see if you're really a man.

Less than 135 points = Weekend Warrior
Go riding solo more often; you're still a little confused.

More than 135 points = Fuckin' Biker
You da man, bro; introduce me to your rejects.

—Banana

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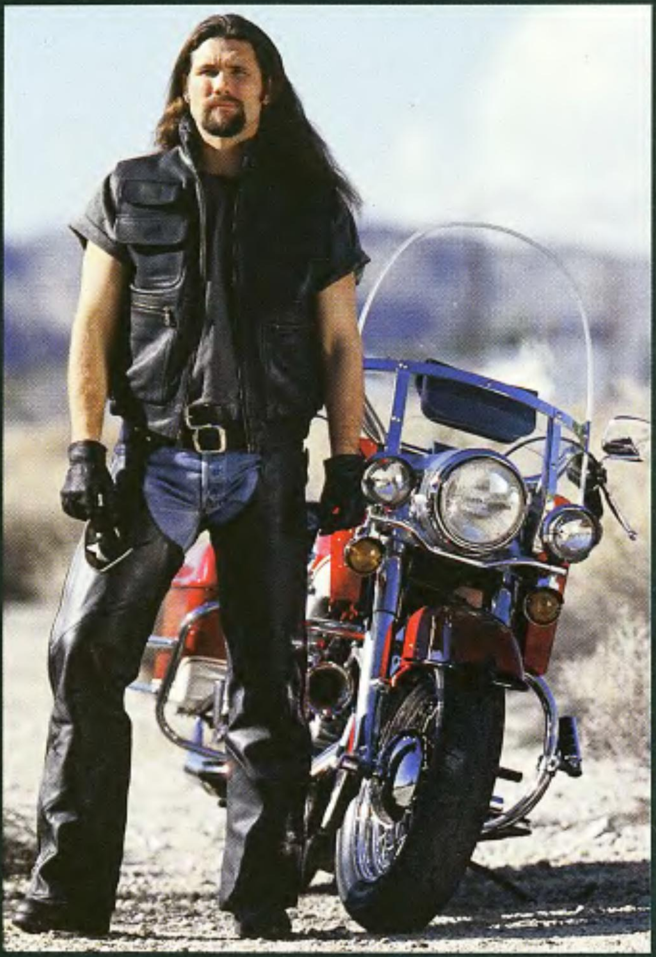

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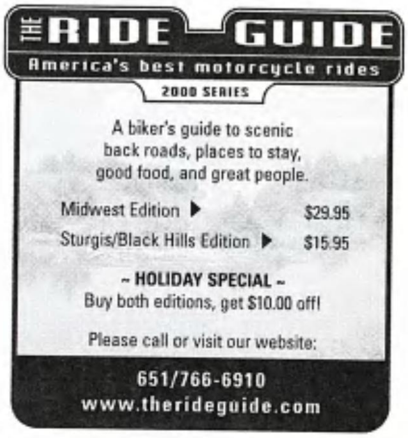
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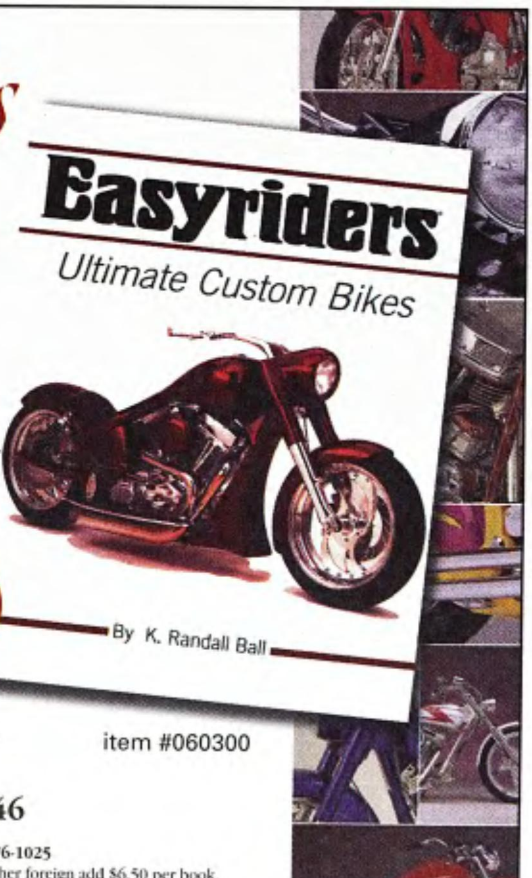

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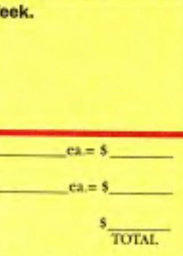

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Twin Kit
Dual Power Vent For Head Breathers

Doherty Machine, the makers of the original PowerVent has just added something new to its line of fine products. This latest addition is called the Twin Kit and it's intended for use on Twin Cam and '93 and later Evos that breathe through the heads.

The Twin Kit uses the same technology as the patented PowerVent, which is a positive displacement, anti-reversionary device designed to control vacuum inside your crankcase. After installing the Twin Kit, you can say good-bye to those messy oil leaks caused from excessive crankcase pressures.

Twin Kit operates from the internal pressures of the motor. When the pistons begin to travel downward in the cylinders, the Twin Kit senses air movement and opens the valve, allowing crankcase pressure to escape. When the pistons begin moving upward in the cylinders, the vent closes and prevents air from entering, creating negative pressure or vacuum under the pistons. This stabilizes the rings for improved sealing and more horsepower. Throttle response is quicker and improved idling is immediately noticed because the motor is operating more efficiently.

Poor crankcase breathing robs power and can lead to blown gaskets. The Twin Kit can be installed in just minutes to your external breather assembly to give you better performance.

Now with the addition of the Twin Kit, owners of '93 and later motors have the option of using the original PowerVent installed in-line with the existing breather hose coming out of the motor, or now they have the option of using the trick-looking Twin Kit!

The PowerVent Twin Kit is machined from billet aluminum and comes with all mounting hardware and everything you need for easy installation.

—One Eye

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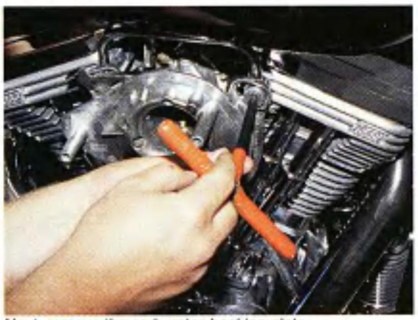
Doherty Machine's Twin Kit comes complete with all necessary mounting hardware for simple installation. The 3/8-inch nipple supplied is used to allow the installation of an exit hose. Most installations do not require the oil-mist exit hose. Hard, continuous high-rpm riding may produce a slight oil mist out of the bottom fitting of the PowerVent. In such cases, the clear tubing supplied can be used to route the exit line under the bike.

A key component for the PowerVent to perform properly is the supplied bolt with airflow channeling.

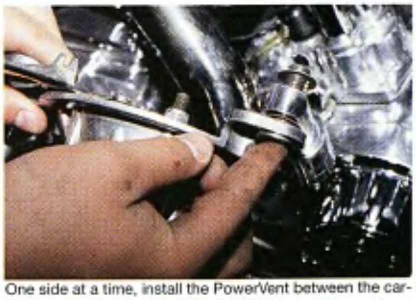
First, remove the air filter cover and element.



Next, remove the carburetor backing plate.

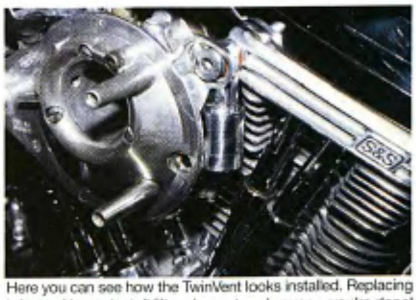
Remove the breather crossover tube along with the hose.

This is a good time to clean out any foreign material or debris from the surface of the carburetor.



One side at a time, install the PowerVent between the carburetor backing plate and the heads.

Reinstall the backing plate to the carburetor and tighten to factory specs.



Here you can see how the TwinVent looks installed. Replacing tube and hose, install filter element and cover ... you're done!

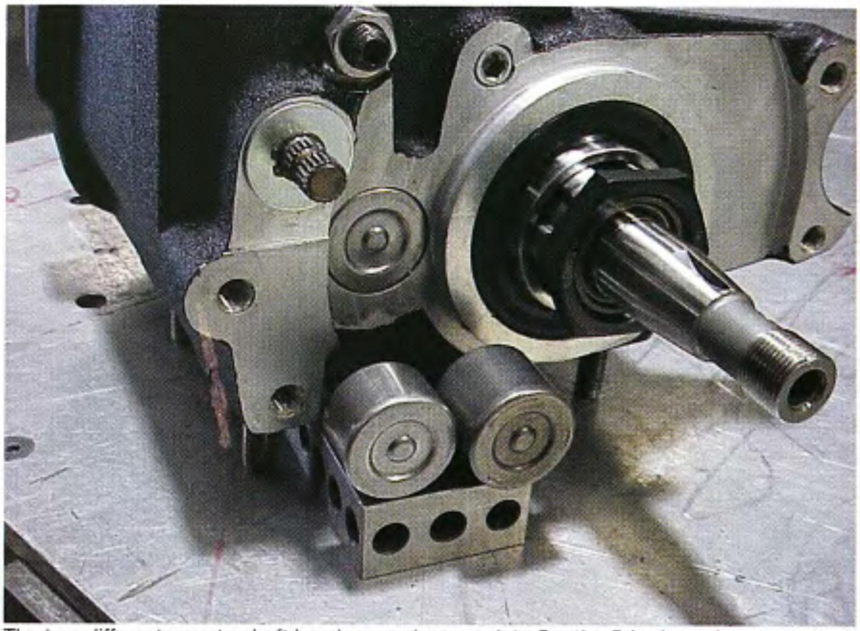
Photos: John Morgan

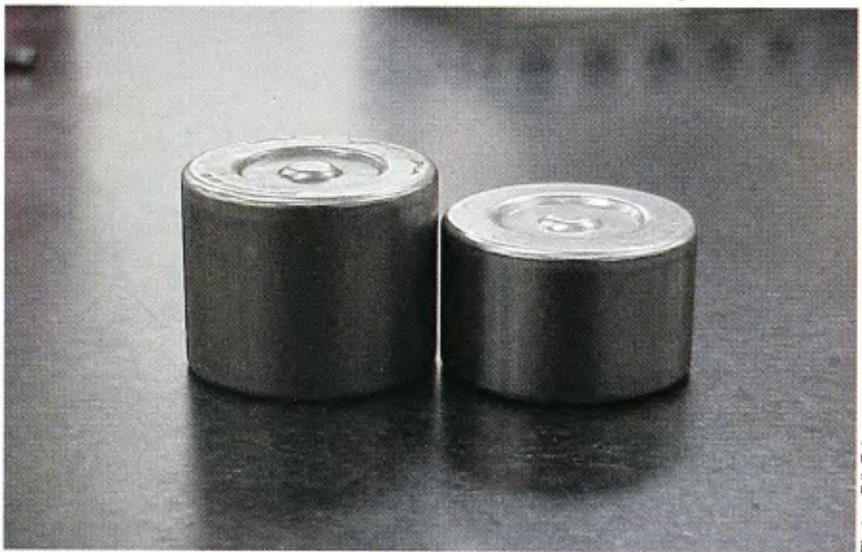
Builder's Tips
Countershaft Bearings Defined

Since the possibility of building a custom motorcycle completely from scratch is now as available a choice as buying a stocker from the factory, we thought that some of the more esoteric tech info should be passed along, hence Builder's Tips. There are always little, nitpicky problems that arise when you're building or modifying a motorcycle, and unless you've had enough experience with them, they can become completely frustrating. Usually, the only person you can ask is another builder; then you've got to hope like hell that they have encountered the exact same problem in their travels.

Many of you may not ever be interested in building a bike from the frame up, but the tips we've got lined up here are still relevant for even the most minor gearhead, even if all you get out of it is, "Hmm! Now that's interesting!" We'd also like to open up this new column to you, our loyal readers. If you've found a way around a tricky bike building problem, send it on in and we'll pass along the info.

OK, our first-ever Builder's Tip is a quickie and is specific to the 5-in-4-speed transmissions developed originally by Sputhe Engineering and also available from other manufacturers such as RevTech. The 5-in-4 allows riders with earlier chassis, like Shovelhead FX and FL models, to enjoy the benefits of later-model 5-speed gearsets. If you choose to purchase a complete transmission from Sputhe or RevTech, you won't need to fret over this tip, but if, like a good friend of mine, you are building one from scratch, there's a huge part to be played by choosing the correct countershaft bearing.


The two different countershaft bearings and a complete Sputhe 5-in-4 gearbox.


Photos: Erik Falconer

Dimensionally, the difference is 0.235-inch in length. The bearing at right is the correct one.

This type of transmission uses a shorter countershaft because of the case design, and therefore uses a different countershaft bearing. The bearing is a cup-type needle bearing that is pressed into the case from the outside, just like a Softail 5-speed tranny uses. What is critical here, is that you cannot use the Softail bearing, H-D #8977, because it is dimensionally too long. To be exact, the ones we used here differed in length by 0.235 inch, and it's this near quarter-inch of extra length that will spell disaster if you use the wrong bearing.

Check out the photo and you'll see how the bearing is recessed into the case, flush with the outside surface. Using the #8977 bearing, pressing it in flush as shown would make it protrude inside the case, not allowing the gearset to slide in all of the way. Conversely, pressing the bearing in just far enough to be flush with the inside of the case leaves damn near a quarter-inch sticking out of the case ready to be torn off in a moment's notice by the drive chain. Yikes.

So here are the correct numbers. The bearings used on the 5-in-4 as well as the Softail 5-speed are both manufactured by INA. The H-D #8977 bearing for the Softail carries INA part number BK2526. The bearing used in the 5-in-4 Sputhe (or RevTech) transmissions carries INA part number BK2520. If you have a bearing house locally, they can help you out with ordering the proper BK2520 bearing, or you can order it from Custom Chrome, Inc., part number 30-542.

Who'da thought, huh? Well, it's one of those little things that can spell immediate disaster unless you know the facts, and that's what this column is all about.

—Wordman

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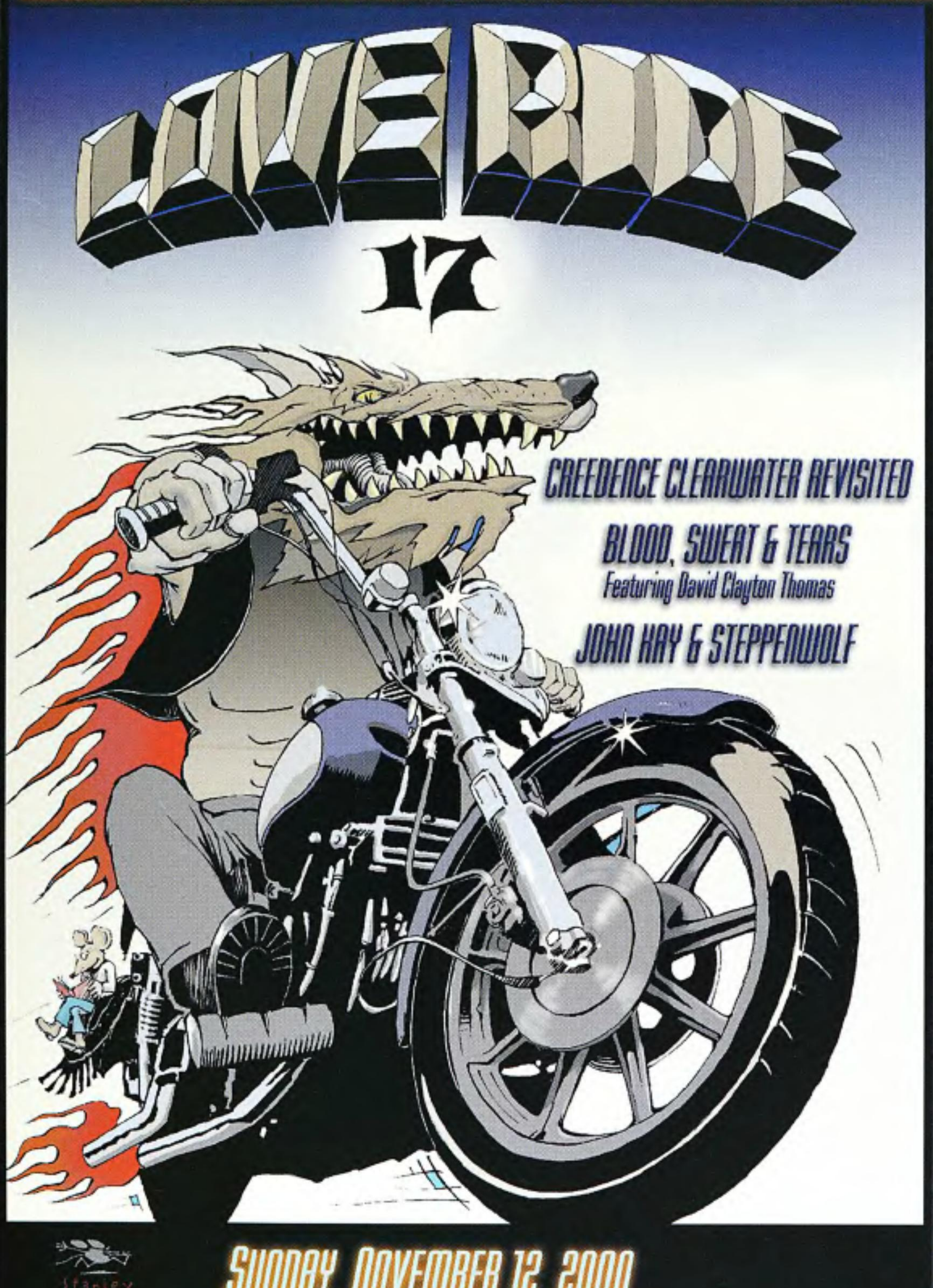

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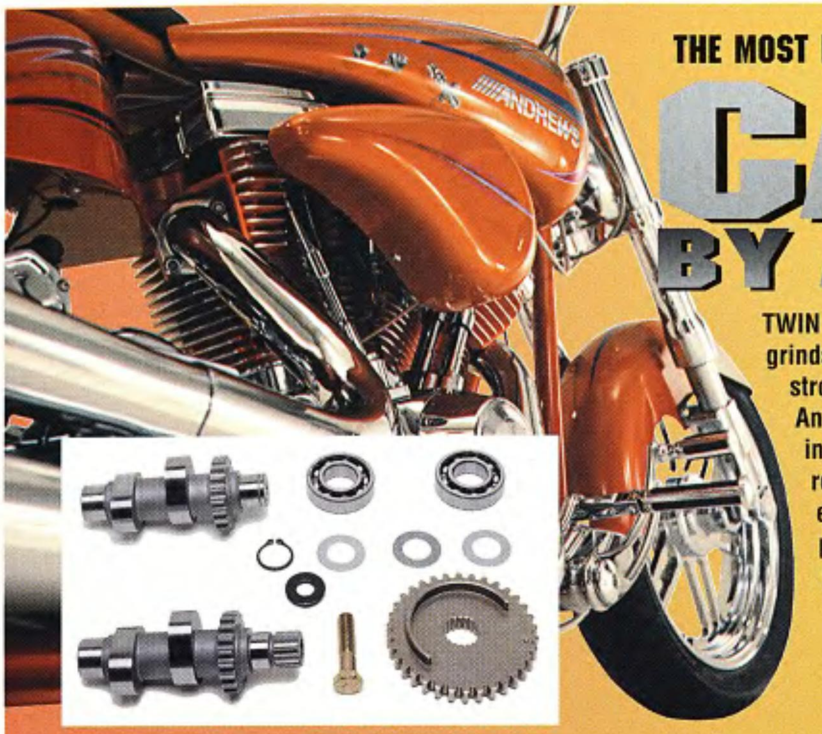

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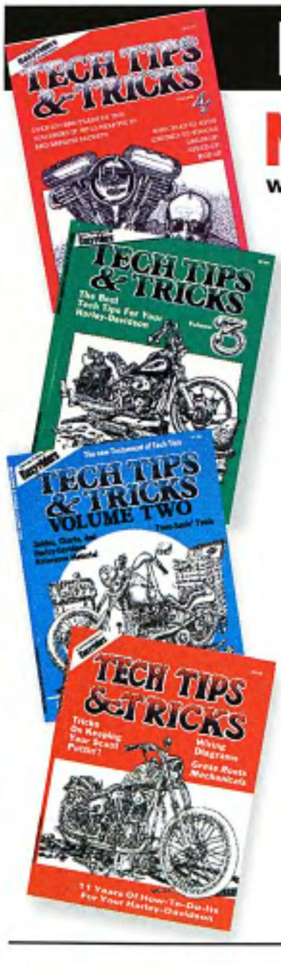

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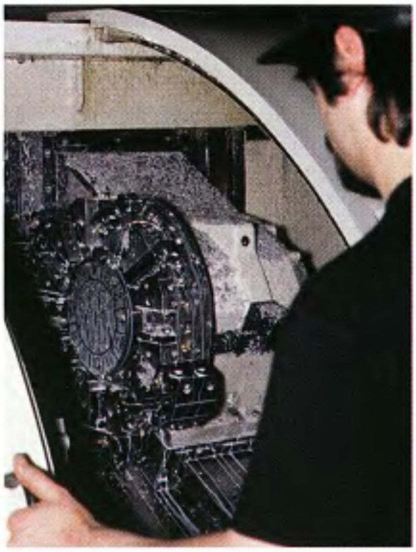
TP Engineering: Total Commitment To Perfection

Dissect a man composed in equal parts of innate natural ability and sharply honed skills in precision engineering and you have the quintessential Tom Pirone. With only 39 years on the planet, Tom has made a life-long dream come true with his company, TP Engineering. His creativity and knowledge of machine work, design, and engineering alone could qualify him for a job at NASA if he so desired.

At the tender age of seven, Tom was not sitting idly in front of the tube watching *Mr. Roger's Neighborhood*. Instead, weekends were spent in a garage with his dad and uncle, where he cleaned up, scraped old gaskets off of heads, helped pull motors, and witnessed the experience of massaging a motor into a faster, smoother, more reliable gift to customers.

By the age of 14, T.P. solidified his lifetime work. By then, in fact, he had been called upon to learn about the master techniques for the production and reproduction of every moving part in the motor of any given vehicle. By 16, Tommy was working in a gas station, changing oil, pulling engines—the total personification of a gearhead. Car, motorcycle, and truck manuals were Tom's choice of reading materials. Kids at school started calling Tom for answers regarding car problems. Then, the *parents* of kids from school started calling and coming to Tom with car problems. And, *girls* from school came to Tom with car problems. Hey, man, he *did* find time to study more than just manuals.



Soon, T.P. held every certification one could earn for engineering, tuning, adjusting, or rebuilding motors. And, before he was 20 years old, this young lad had earned an enviable reputation of mastering skills way beyond his years.

After high school, Tom wasn't too excited at the prospect of attending college, but his dad insisted, paid the tuition, gave Tom money for books, etc. So, off he went.

As an after-school distraction, Tom acquired a Panhead engine to tinker with in his leisure time. Then, one evening as he was bent over the hood of a buddy's car, Tom's friend told him about this student loan he had just secured. "And guess what, Tom? The best part is you don't have to pay it back until you graduate!" Instantly, Tommy took out the loan and scurried down to the local Harley dealer to purchase a 1974 Shovelhead, his first Harley-Davidson, besides the "work-in-progress" Panhead. (As a side note: the Panhead finally did come to fruition ... and Tom still owns the bike today.)

Tom's college experience lasted exactly one semester. He then went to work in a Jeep dealership in Danbury, Connecticut (after all, he had to pay back the "student loan"), and began working on the 1974 Shovelhead down in his dad's New England basement, which meant maneuvering each scooter part down those steep Bilco steps. Within two weeks Tom had the '74 stripped, had redone the entire motor and tranny, and hauled the sonuvabitch back into the light of day to show the world his talented creation. The '74 Shovel proved to be his initiation into the motorcycle world. Bikers from everywhere began to call T.P. to work on their rides. His work was so meticulous, with such demand for perfection that oftentimes customers were surprised beyond their wildest expectations by the results.

It was at about this time that Tommy's life took a ride on the wild side. Dad and mom, both good Italian-American Connecticut folk, took a long-deserved sabbatical back to their homeland of Italy. No sooner had ma and pa taken off into the sky, than T.P. took exception to a boss's suggestion and quit.

Tom decided to occupy his pa's garage while they were away. Having quit his job, Tom now had time to work on his friend's vehicles and bikes full-time. Over the next few days, T.P. set up air compressors and rearranged pop's stuff into an in-house, hourly-rate, fix-'em-up shop.

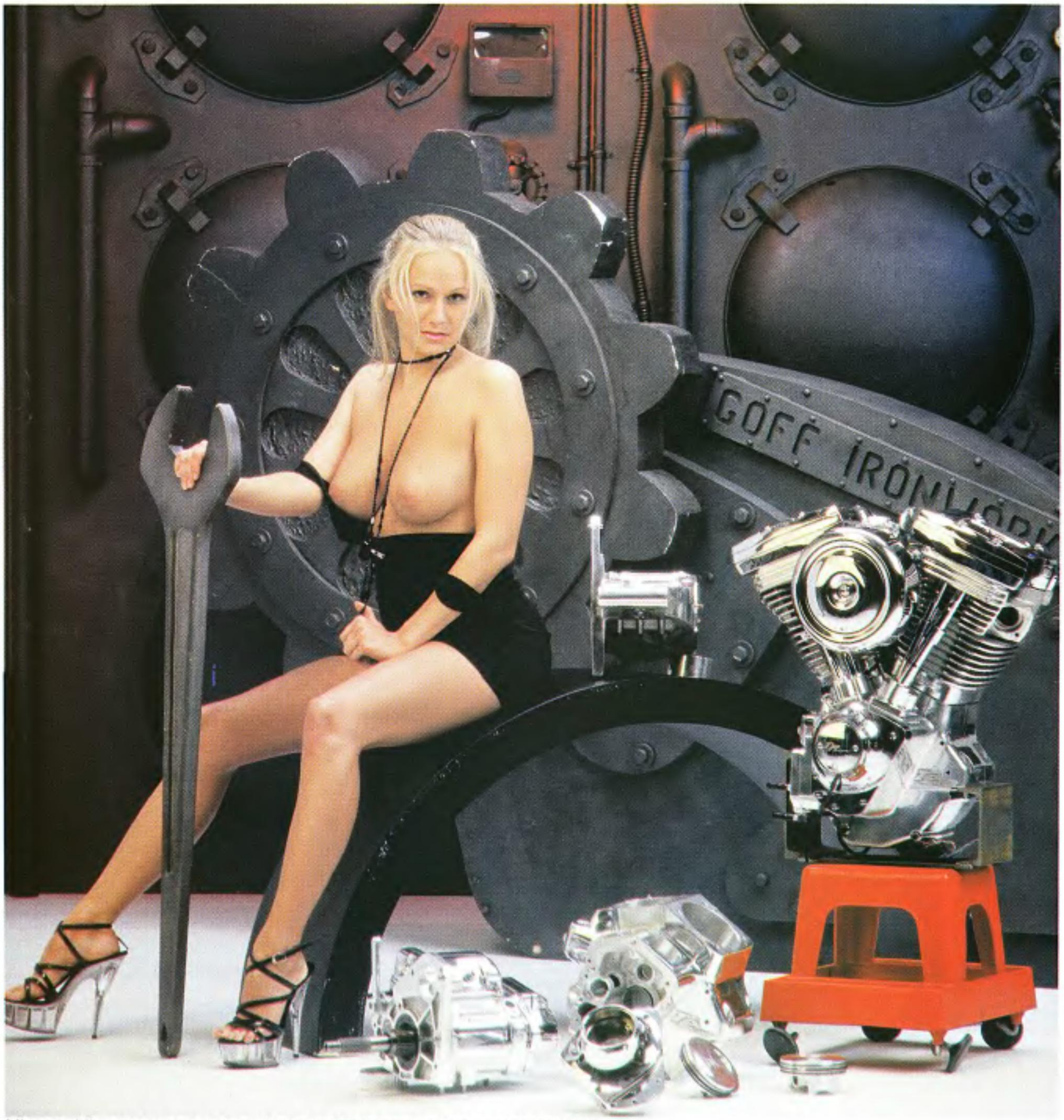
Well, guess what happened over the course of the next month? Twelve cars in various stages of reassembly landscaped

the nice, suburban home, which had been transformed into a small machine shop/ mechanic's haven/biker establishment!

Upon returning from their romantic visit to the homeland, ma and pa initially freaked out. Then, after a two-week observation period of their son diligently finishing up the work spread all over their driveway, not to mention the nine Harleys in the garage, dad and mom realized their talented and enterprising kid was running a fledgling business and managing extremely well.

In 1987, TP Engineering was born. "It just sort of happened," says Tom. Well, Tom, how did you "just happen" to finance this business?

"With two hundred dollars," he explains. "I had my compressor, tools, some machine shop stuff, paid rent on a building, put a phone in, and went to work. I sold cars, bought some and sold parts, did motor work, invested in machinery, and surrounded myself with a workforce that complemented my talents. Soon our work was nothing but motorcycle rebuilds and repairs."



Mistress Mitzy is in charge of the Complaint Department. No complaints here.

With a strong desire to perform all work "in-house," Tom did secure financial help from his dad and uncle. He used the small loan to purchase a new flow bench and expand his machine shop equipment inventory.

The next step was taking out an ad in a motorcycle magazine. The ad, which described his business as machine shop work for high-performance motors, brought in phone calls from H-D dealers and others across the land.

Quality issues and delivery problems for aftermarket products led Tom into designing and making his own flywheels. But it all kind of happened too fast. Tom realized it was time to slow down and redesign the engine case to aesthetically accommodate the beefiest, strongest, most gorgeous radius-lined motor in existence. Tommy fondly recalls the late-evening gestation period of those cases with an extremely talented mold master, Johnny Woods, and computer guru, Neal. Tom would pull the design out of his head and accurately conveyed his thoughts to Neal. Over a three-month period, the three-man team decided they should beef things up here and there. Johnny carved the pattern, poured aluminum into the mold, and TP cases sprang into life. "Of course, nowadays, everyone's into programming and using CAD computer technology, but I still like the old school, and over six months I tweaked and changed the mold into what it is today," Tom explains.

The development of the cases has evolved into Tom's mastering the production of the entire TP motor, with various displacements, that will reliably run on pump gas. TP motors have developed an outstanding reputation for

The TP crew.

hot performance. Tom has never considered how to market his products or worry about what it may cost to develop quality engines. Actually, if Tom had calculated the cost of developing, designing, and bench building motors, he'd probably never had done it.

"You fill our motors with pump gas and you'll discover they will run the balls off of anything else out there," he says. "I do all my own programming fixturing. One of the reasons our stuff works like it does is because I spend the money on the latest equipment, tooling machinery, and construction. I upgrade almost monthly and I will never stop doing that. Take the cases we build; those units are so much thicker than anything else out there, it's unreal. They are 356-16 aluminum ... our steel crank bearing hubs are not pressed into the case. They are installed during the casting process to ensure that they stay put for the life of the motor. We countersunk the holes for motor mount bases and case bolts, to add a cleaner look to the engine. Our tolerances are created by CNC machines to within 10 thousands of an inch. Our pistons are 30 grams lighter than anything comparable, with 3mm oil control rings that have been proven to reduce drag and lower oil temperature. I can go on and on with extensive research that I have put into all my motors: 100-, 107-, 116-, and soon-to-be 120-inch. For example, there are the one-piece stainless steel valves, used to provide 20 percent more airflow, with specs that allow us to reminisce a bit with the small block motor: 1.94 inch on the intake and 1.62 on the exhaust. And, of course, there's my cam, flywheel ... and on and on."

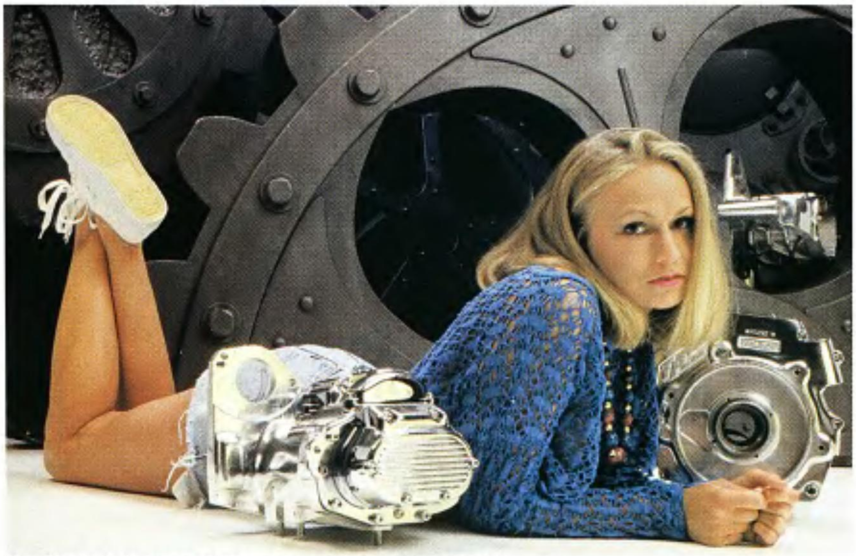
The year 2000 brings outstanding growth and a bunch of cool new products from TP Engineering. The millennium also introduces 13 full-time employees who are all riders and share Tom's passion. Quality and craftsmanship by employees doing the job 110 percent right is mandatory in order to work for TP.

TP Engineering makes motors for Big Dog Motorcycles and some other manufacturers, and TP motors are distributed through Biker's Choice. Although not operating at full capacity, TP is now producing 80 motors a month. Anticipating a move in August to a brand-new, state-of-the-art facility, expectations are that TP Engineering will increase its manufacturing output to 3,500 motors a year by late 2001.

The new 120-cubic-inch model more than speaks for itself, as there are now a few thousand customers out there roaming the U.S. of A. with huge smiles on their faces. Coming soon is TP's outstanding oil pump along with more cutting edge technology in pinion shaft design. Also soon to be introduced will be inner and outer primary cases to match the beefy TP motor. In addition, look for a new rocker box. This equates to a customer's option of purchasing a TP motor coming off the bench with a carb and complete motor with the exception of the guts in the primary.

Tom recently won the coveted *VQ* Award for Best Powertrain of 2000 and with good reason. TP motors combine the highest quality with innovative design and forward thinking. That's the TP way, and you can bet that Tom Pirone stands behind every product he makes.

—Balls


Beauty and the beast? These parts from TP are both.

Source

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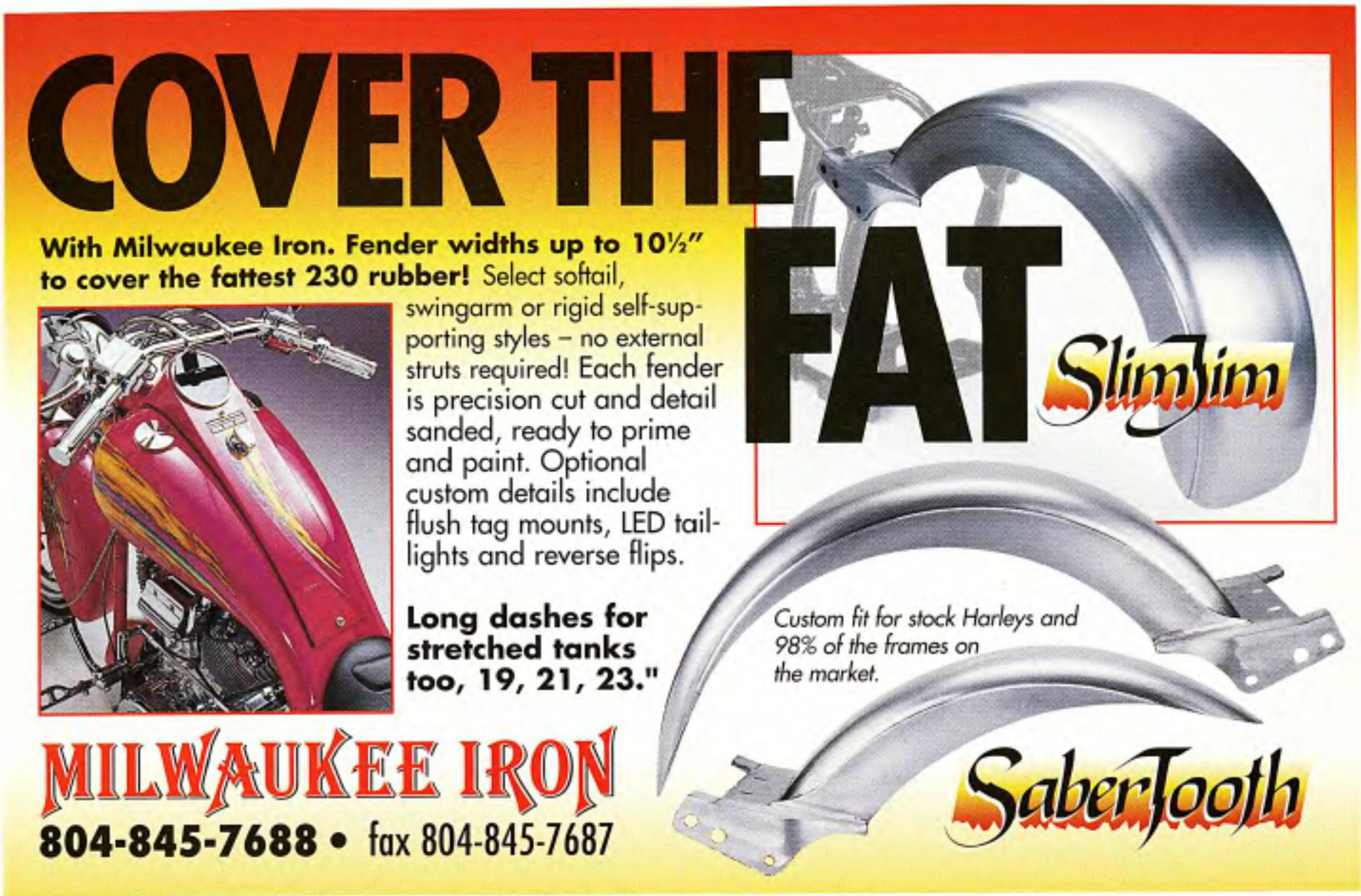
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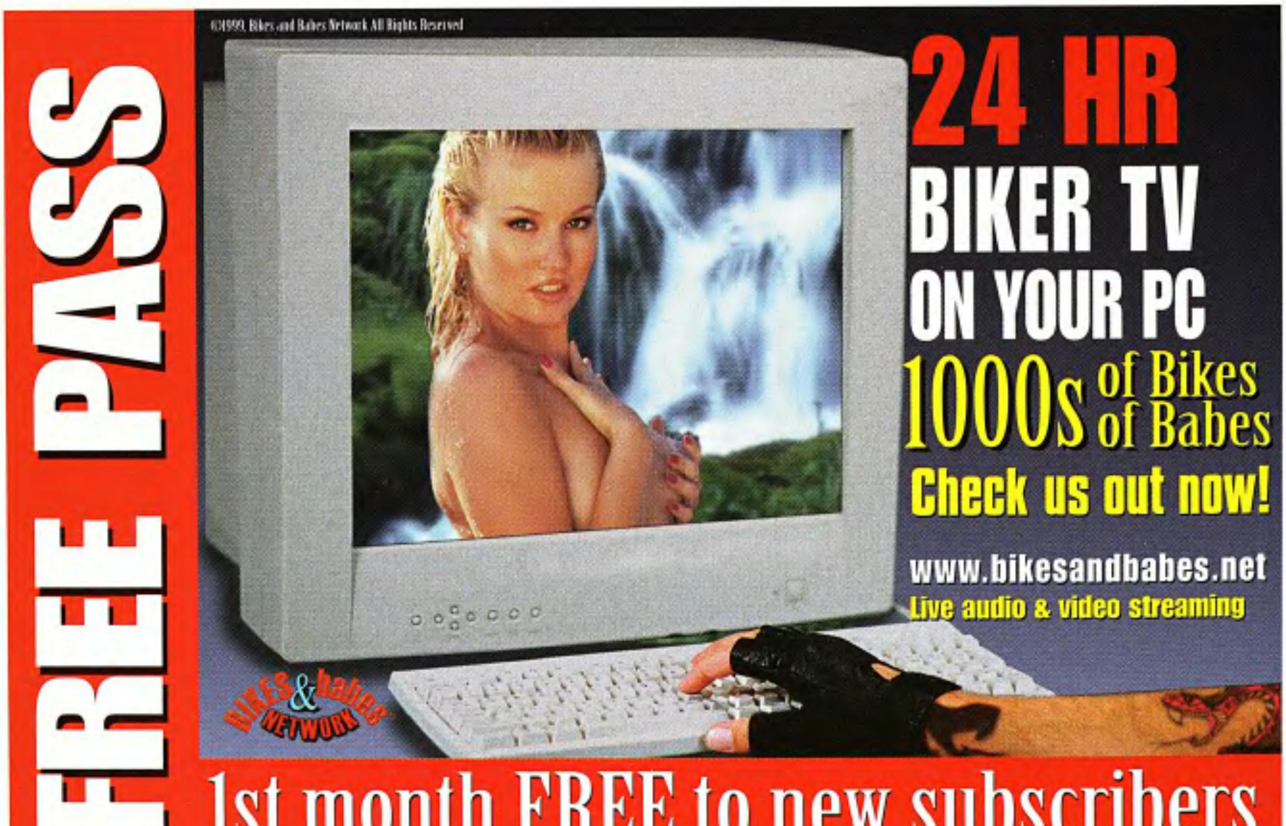
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TechTips

The Lowdown On Lash
How To Set Your Valves Quickly And Easily

When it comes to valve adjustment on an Evo equipped with solid lifters, the task shouldn't frighten you into avoiding it or wishing to hell you'd stayed with hydraulics. Personally, I run solids in my 98-incher because my dyno testing has proven that the engine made more power with them, so valve adjustment is something that is part of my maintenance routine. Valve lash should be checked when the valve gear begins making more noise than usual (remember, an engine with solid lifters will make a lot more noise than one with hydraulics), or about every three to six months, depending on your riding style. If you ride it like a race bike, then you'll have to maintain it like one.

When adjusting valves, give yourself enough time to do the job, so that you won't end up rushing and risk making a mistake. The important thing when you are adjusting valves, which is done at the pushrod, is to be sure that the valve you are adjusting is completely closed. This means that the lifter must be at the lowest point on the cam, otherwise you could actually adjust the lash, or free-play in the pushrod, with the lifter part way up the lobe of the cam. Because the lash must be set to a given amount, any influence from the cam could actually give you way too much lash, and result in a poorly performing engine, or a broken pushrod. Fortunately there are a couple of simple and accurate ways to know for certain that each valve is completely closed all without getting fancy and slapping a degree wheel on the engine.

First off, start with a cold engine and remove both spark plugs and either one or both of the rocker box lids and D-rings. Elevate the rear wheel so that, with the tranny in gear, you can use it to turn the engine, or if you're setting the lash on an engine out of the bike, double-nut the sprocket shaft and turn the engine over with a wrench. We'll start by doing one cylinder at a time, and begin with the front. Turn the engine over, and watch the rocker arms as they open and close the valves. What you're looking for is for the intake valve (for instance) to open as far as possible. You can see this happen when the rocker arm stops pushing the valve down and it momentarily stops before it allows the valve to come back up. That means the piston is at TDC (Top Dead Center) and is where you want to be. Try it a couple of times to get the hang of it, then once you've got that figured out, stop the valve a little bit before it reaches max lift. Now, with another little trick, take a thin bladed screwdriver or similar tool and slip it into the spark plug hole letting it touch the piston. Don't get it jammed in there, but now continue to slowly turn the engine over and you'll feel the piston push the screwdriver up until it reaches TDC where it will stop before going back down. That's where you want to be.

Now, with the intake valve wide open, you will adjust the lash on the exhaust valve on the same head, in this case, the front one. The reasoning behind this is pretty straightforward, on the same cylinder, when one valve is at max lift, the other has to be completely closed. When the intake is all the way open, the exhaust is shut, and when the exhaust is open, the intake valve is shut, or "on the heel of the cam," as they say. Follow this procedure and you'll be able to set the lash on your valves with ease and confidence.

The amount of lash will vary depending on manufacturer's specs and also the configuration of your engine (such as iron versus aluminum cylinders) so if you're unsure, contact the manufacturer of the cam, lifters or rocker arms you're using, because they will be able to recommend the correct setting. On this engine we used here, the lash was set to .005" cold because the engine was built with Axtell cast iron cylinders. The cast iron does not expand as much as aluminum, so the .005" cold will amount to around .007" to .010" when the sucker is at operating temperature. If the engine were all aluminum, the lash would be set "net" to allow for the aluminum's expansion resulting in the same lash at operating temperature. *— Wordman*

So Ya Wanna Build A Custom?
Get A Case Of Beer And A Side Of Beef... This Will Take A While

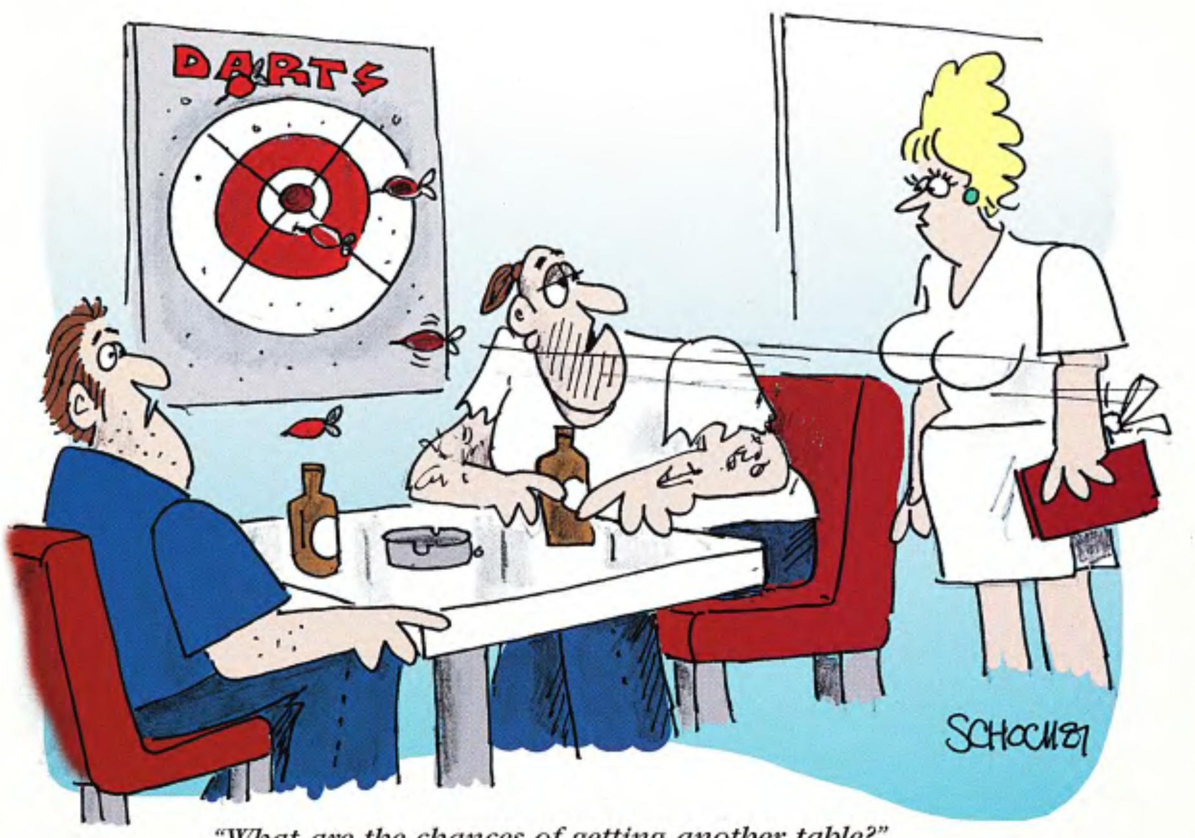
Now that many of you are fully engulfed by a raging desire to build your own custom motorcycle, it's time to get cracking. But before we begin, let's review the previous lesson. It was illustrated that there are a few guidelines to take into consideration when jumping into the river of motorcycle building. They are not rules, because rules tend to restrict creativity, and like eating too much cheese, restriction is just not a healthy thing.

So let's walk through a sample custom bike-build in the Theater of the Mind so you can get started. First of all, you'll need a rough idea of what the bike will look like, how you'd like it to perform and so on. This is of course not a requirement unless you are interested in spending twice the amount of money on parts because you kept changing your plans midstream. The up-side to this however, is that you'll end up with enough spare parts to build yourself another bike, which you might be able to sell for enough money to get you out of the hole.

Cool. Well, let's just assume that we did have a plan for our virtual bike and we're rarin' to go. Like a crusty one-eyed bartender named Lou, we begin perusing the catalogs with an eye for detail, making sure that they have everything we'll need. And this brings us to our second problem—volume. Sure, you wanted a billet cam cover for your engine, but you never expected (after all, you're new to this, remember?) there to be about two dozen different ones to pick from. Shit, now you begin to wonder if maybe the rest of the components in the engine should all match, and as you begin rifling through the pages, all you see are dollar signs flying at you. Ye Gods.

Well, relax. No one's going to spank you for putting the wrong billet cam cover with so-and-so's lifter blocks or rocker boxes... remember, Smitty, this is your bike. All righty, now that we have thwarted that issue, we'll press on. You get through some of the initial set up and assembly (we'll cover this in the next lesson) and now your engine, tranny and primary drive are looking sharp. Since this is a virtual bike, I see you decided to go with an open belt drive of the 3-inch variety. Very good. Now let's put all of this neat stuff into the frame and set us up a chassis, shall we?

Right on. Since you had the frame powdercoated, and now that the engine and tranny are all dressed up in chrome and billet finery, installing these cumbersome devices takes on a new meaning. Powdercoating is tuff stuff, but it still scratches when you bang the rocker box into the frame, saying nothing of course for the chrome on the rocker box. But being the clever students you are, you wrapped the frame and engine in blankets or towels to keep the scrapes to a minimum. Good! Now hold on a moment, before ya just go bolting the en-



"What are the chances of getting another table?"

gine and tranny to the frame, there's a few things we gotta check.

Straight off the bat, we've got to have a look at those bolts you're using. Flashy powdercoated engine and transmission plus zinc or cad-plated mounting bolts equals a visual combination described by our own Carl the Janitor as "Icky." See, now we're getting into details, and that's what sets a full-blown custom apart from the rest of the crowd. We'll decide on some chrome or stainless steel bolts after we get the chassis dialed in, but it was important to begin mentioning the little things at this point. We'll get back to nuts and bolts in a sec.

Okay, so use those half-rusted coffee can specials and snug the engine into the frame. We'll want the powertrain installed as straight as possible so that the drive chain or belt runs centered, true and well away from the rear tire when we're done. Okay, so now you see we have a slight difficulty when the motor plate for the primary belt drive kit is bolted up to the engine and trans. Yikes, it seems as though some shimming will be required, because, lo and behold, the frame isn't as straight and flat as the manufacturer suggested it was. Sure, it's not off by a lot, but this is a motorcycle, not a kitchen cabinet, and torquing down bolts to bend the frame to your wishes will only invite disaster (maybe we should have built a virtual rubber mount?).

Since you're all paying close attention and don't want to risk screwing something up, we've got to have a look at shimming the tranny. First Rule of Shimming (remember, this is a rule for shimming, not customizing): washers are not, repeat, not multi-purpose shims. They are not made to a consistent tolerance and using them in this manner puts you in a category somewhere between a caveman and a John Deere field mechanic who's racing against the sunset and a rising dust storm in the middle of an Iowa cornfield. We'll have to locate some brass shim stock and make us some shims right after we fix that misalignment problem between the top motor mount and the frame.

Now before you go thinking that I'm ripping on frame builders, I'm not. Some of my good friends in the industry are frame builders, and as anyone who has ever installed a powertrain into a new frame, there's always some shimming, tweaking or modifying that has to happen. Okay, with the shimming completed, an order just arrived from UPS with a box full of stainless steel bolts to mount the engine and tranny with. Stainless is nice because you can leave it as-is and it won't rust, or you can polish it to a chrome-like finish that will last for quite a long time.

Using a buffer, stainless bolts polish up shiny in no time, and once you are able to keep the bolt from getting caught in the buffing wheel and shot into the wall or across the shop at warp speed, you'll want to start polishing all of your hardware. If the growing number of blisters and nicked up half-shiny bolts have you cursing rather than smiling, there are companies who sell stainless fasteners already polished. Provided you don't need anything too exotic or of some odd-ball size, this option can save you plenty of rouge under the fingernails.

So now it's time to set up the rear wheel and swingarm, but since the drive belt wasn't installed prior to bolting on the primary belt drive, we'll have to delay this part of the lesson. Our closing point here will be to plan ahead. This simple adage will save you heaps of time and frustration as you omit the "put it together, take it apart" routine from your bike assembly.

Okay, our next lesson will finish up our virtual bike, covering various topics such as "Hey, where was this bolt supposed to go?"; "What are we doing with all these extra parts?"; "Oh crap I just stripped a thread!"; and "Bolt on, my ass!" Bye for now.

— Erik Falconer

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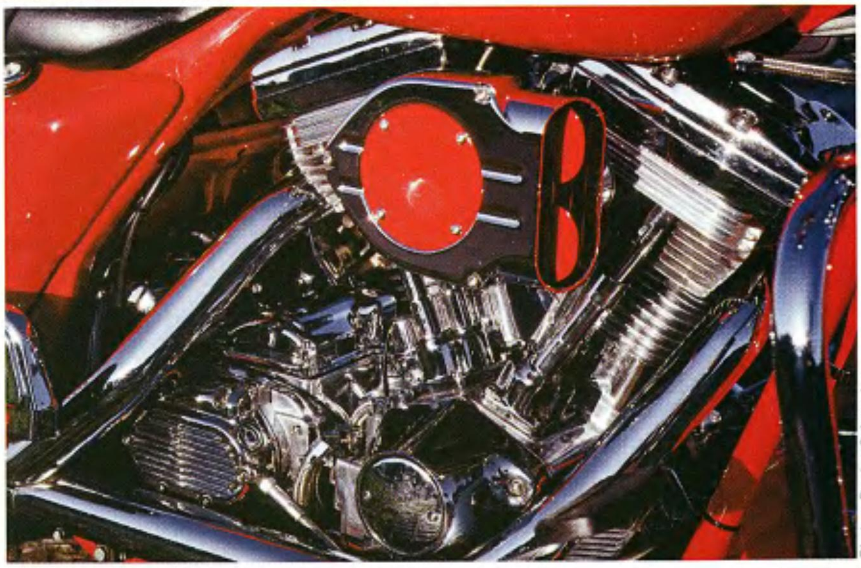


Photos: Denice Schroeder

Mike Kiebler
Kent, Washington
1991 FLHS

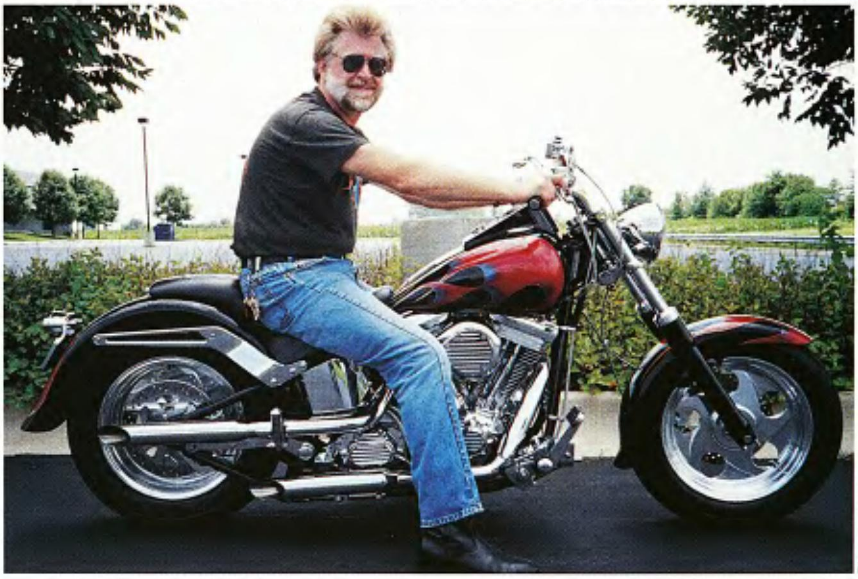
Parenthetically speaking (if that's possible), Mike Kiebler's bike doesn't even exist. At least not on this plane. It is a figment of your imagination (and maybe his), sort of like a wet dream when you're 50. Reminiscent of that old TV series The *Twilight Zone*, Mike's '91 FLHS appears out of nowhere, leaves an imprint on our cerebral spheres, and disappears again into the void, leaving us wondering just what the hell that was we just thought we saw.

Anybody who worked on that bike could probably tell you the same thing. Or maybe not, depending on whether they actually existed. Assembled by Russ Tom's Downtown H-D in Seattle, this red UTO (Unknown Two-wheeled Object) barely alit long enough to register in the minds of those who encountered it. Or maybe they just think they remember it.

An ominous parts list still exists: Screamin' Eagle ignition, a Sifton cam, S&S Super E carb, Ness grips ... but who put them on? Who cut down the Harley three quarters of an inch to enhance the lowered effect already so brilliantly achieved by the implanting 1-inch lowered Koni springs and the White Bros. lowering kit? Where is Charly Dunn, who supposedly painted this ethereal chariot in such iridescent red? Where is Denice Schroeder, ostensibly the photographer responsible for placing this empirical evidence in front of our very eyes, leaving us with a moment in which reality and nonentity seem to collide. Was she, like the rest of this setting, simply a vanishing flash?

But most importantly: Where is Mike himself? No, this is not your average "Where is Waldo?" amusement picture. You won't find Mike's face blending in with one of the sky scrapers in the background, nor will you find him hidden in the air filter cover or the straight fishtail pipes so redoubtably attached to this mysterious sled. Is Mike straddling this red rocket, or are he and his sled but dust on the window sill of another reality? Inquiring minds are lost.

—Tripper



Photos: owner

Ed Sumalia
Danville, Illinois
1977 Softail

"This mother will peel the skin off your face!" If you've heard this claim before, read no further, because you know the spiel. If this is something entirely new to you, then by all means, indulge in this cleverly written vignette, as it just might open your eyes and give you a view beyond the rock you call your home.

Barely three months ago, we featured—on these very pages—a rather unshaven 120-cubic-inch Merch Motor sportin' street rocket from the house of D.A. Customs in Danville. So here we have another a-peeling example of what D.A. Customs can do: a 96-inch power plant from TP Engineering, cradled in a powdercoated Sundance Superstock frame.

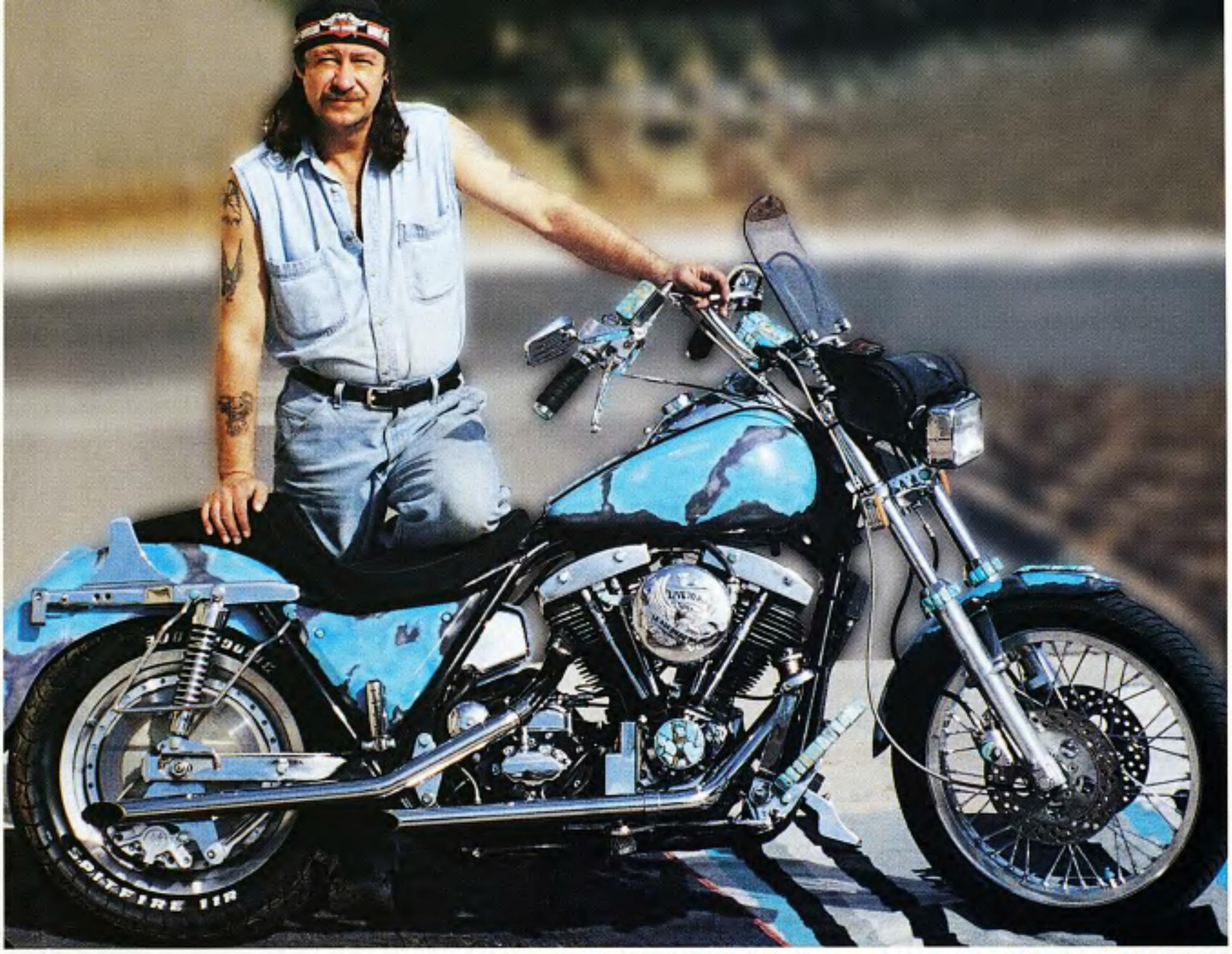
"I like the bikes Dennis at D. Customs builds," explains Ed Sumila. "They're very masculine looking and they seem to last longer. Plus, this bike eats Jap bikes and it even eats the new Screamin' Eagle Road Glides from Harley, which are supposed to be very fast."

The motor, which only had to be dropped into the frame as a unit, has a 2,000-mile break-in period, according to Ed, "but it really just starts running great after about 10 thousand miles. The more you ride it, the more it loosens up. It just keeps getting faster ..." He must know, because he's got about 9,000 miles on the bike so far.

Ed says this baby took about nine months to build and "with the Vance & Hines pipes, it lays about 140 horses on the 200 series rear tire. At least, that's what we dynoed it at." Although Ed's had four or five Harleys before, this is the first one he's ever built. "I sold my dresser for it, but I've just ordered another dresser for my wife," he says.

So if you ever happen to come into eastern Illinois and you see a bunch of faceless dudes, remember, they're not aliens. They're just nice folks with an addiction to extraordinary propulsion.

—Tripper



L.A. Roza
Las Vegas, Nevada
1982 FXR

Some folks have rocks in their heads, but L. A. Roza prefers 'em on his bike. Seems Larry, the owner of this, uh ... certainly unique looking quarry on wheels has a strong penchant for turquoise, and he doesn't mind sharing that with the rest of the world. "This 1982 FXR is all hand-crafted with more than 390 pieces of turquoise," Larry proudly asserts. "And I've cut, shaped, and polished them all before I mounted them with J.B. Weld."

Larry's had the bike for the past 12 years and has done most of the modifications or repairs himself, even some motor work. "The only thing I haven't done myself is a valve job. I let a friend handle that. But I've put in a new cam, painted the bike, lowered it ..."

Larry, any bike will sit lower if you pour a ton of rocks on it!

"Well, actually, the turquoise pieces only weigh about 20 pounds altogether," Larry says defensively.

Apparently, it all started about three years ago, when Larry, who also makes and sells Indian jewelry in his vacuum and sewing machine emporium, was prompted by an old friend of his to put a piece of turquoise on his bike's dash. As you can see, from there it mushroomed into the rolling rock festival it is now.

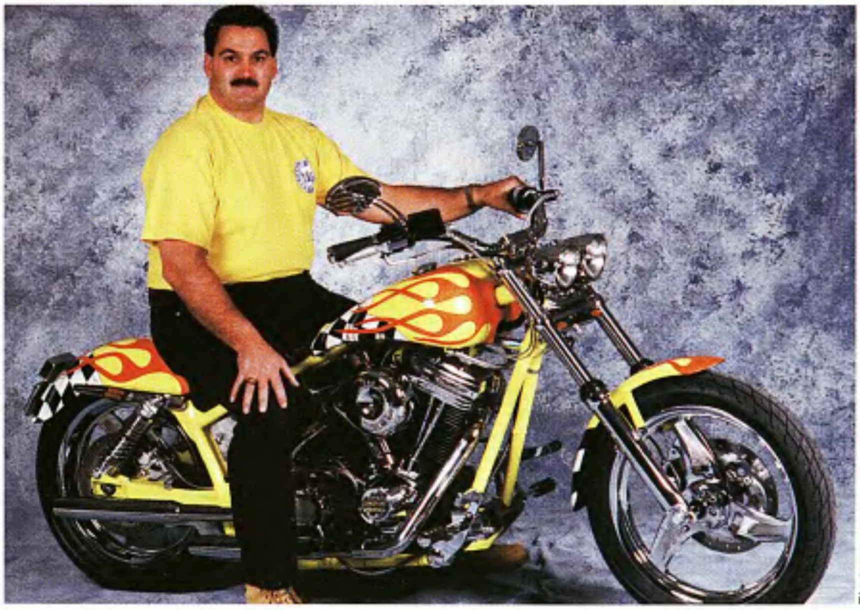
"The most difficult part was cutting and shaping the stones on the speedo cover, the dash, and around the gas caps," L.A. explains. But he's also got turquoise on the clutch and brake levers, the timing cover, the foot rests, the primary cover ... hell, wherever there's some space, turquoise seems to inhabit it. He's even got a little turquoise pig on the front fender, which he cut and formed himself. The pig, that is.

Photos: owner

"I wasn't too happy with the paint job, so I repainted it since these pictures were taken. I tried to get the webbing better, and I think I've succeed," he says.

Seeing how there isn't any more room for his beloved stones, you might say Larry's hit rock bottom. *—Tripper*

Joe Nett
Merrimac, Massachusetts
1999 Pro Street



Photos: owner

Joe Nett's a nut. An NHRA nut, that is. And what you're looking at on this page is Joe Nett the nut's manifestation of his dream. "What kind of a nightmare was he subjected to?" the curious reader might wonder empathetically. But let's be kind to Joe who, after all, has spent many years and untold amounts of nickels and dimes on this Kenny Boyce Pro Street Custom, which, if you look at it closely, will remind you of a certain yellow FXR rubbermount built in honor of one of the most successful top fuel drivers in NHRA history.

That's right: The drag racing aficionados among you will have noticed immediately that this screamer here has Don "The Snake" Prudhomme written all over it. Well, not literally, but ... "When Don retired from racing," Joe informs us, "Custom Chrome built him a bike just like this, about five, six years ago. And when I saw it, I knew what I wanted. I even had the checkered flag painted on it."

This nightmare (and I mean this truly as a compliment) began to take serious form about two years ago, when a friend of Joe's referred him to Queen City Cycles in Manchester, New Hampshire, where Joe then tried to absolve himself of an '86 FLHTC he possessed at the time. "They told me to call this guy who was looking for a dresser, and he ended up buying it from me. I took the money and went straight back to Queen City Cycles for a down payment for this bike."

Piece by piece, this asphalt scorcher came together, sporting such delicacies as Jesse James fenders, a stretched (two inches) and raked (32 degrees) Kenny Boyce frame, fender struts from Arlen Ness and handlebars from Dave Perewitz (just to mention a few). "I've started taking the bike to different shows, and already at the first show, I took home a trophy," Joe claims proudly. And now, Joe not only has the bike, he also has a telling tattoo on his left arm: "A big, nasty cobra!"

What would good ol' Don say to all this veneration? Probably something like, "This guy's a nut!"

—Tripper

"I can't believe I shaved my legs for this."

We've seen our share of aftermarket motorcycle manufacturers, since their scoots first appeared on the heavyweight cruiser market back in the early 1990s. Some of these manufacturers are still with us today; others have faded away, unable to keep up with the public's demand for custom bikes that are as dependable as they are distinctive.

Any sensible biker will know that no matter how much hoopla is originally generated about a particular motorcycle, only one thing will really make it or break it; that thing is none other than its reputation. That's right, you can impress the pants out of any yahoo with a crappy bike that sports fancy paint and gaggles of billet gizmos, but sooner or later the dude will get a clue and torch the bitch (especially if she's turned him into a hitchhiker too many times).

PATRIOT'S

RUBBAmount PAGSTA

THE SOFTER SIDE OF PAG!

Bikers know this, and renowned bike builder Johnny Pag knows it too. This is why, when he set up to mass-produce motorcycles of his own, he approached the subject as a biker, asking himself just what would one be expecting of the ultimate cruising machine. The answer first came in the form of Patriot Manufacturing's Rigid Pagsta, a macho bike we tested a bit earlier this year (see *Easyriders* issue #321).

Already seduced by the Rigid's handling characteristics and overall quality, I couldn't pass up the opportunity to strap my ass onto Patriot's brand-new model: the Rubber Mount Pagsta. What first struck me as I walked toward the bike was that it looks a whole lot like a one-off custom. Make no mistake about it, the Pagsta RM is a production bike, and Patriot is planning to assemble no less than 75 of

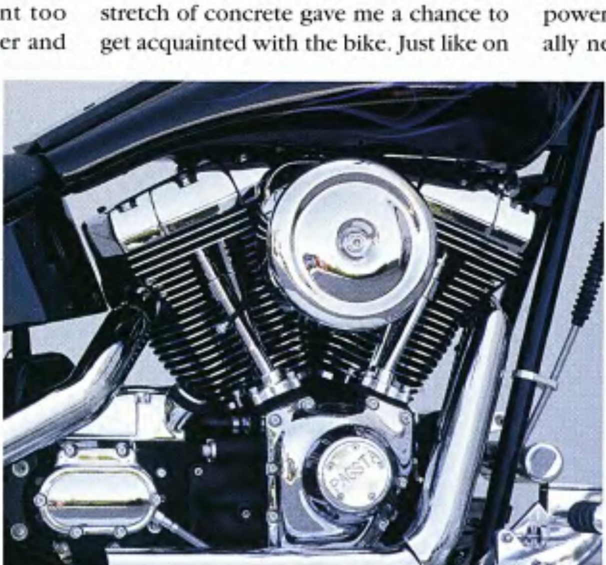
these sleek and sexy scooters this year.

With a purpose-built molded swingarm frame, stretched gas tanks, streamlined battery box, and a slew of original Patriot billet components, this "softer" Pagsta screamed for attention and longed for the open road. Good thing, because that week, I felt that I had spent too much time sitting at the computer and needed to get in the wind.

I flicked the ignition switch and hit the starter button, bringing the hopped-up H-D Twin Cam 96-incher to life. The engine jumped in the frame at the very first piston stroke and stabilized to a perfect "rumpety-rump." At idle, the short drag pipes let out a great tune that turns into a savage bark at the slightest twist of the ever-eager throttle.

Now that I knew how good the Pagsta looked and sounded, it was time to find out how it rode. Accompanied by Tim Cronin, president of Patriot, and photographer Jan Hagglund, I blasted out of the parking lot around lunchtime. Since the light was too bright to take pictures, we figured we'd get in some saddle time, scouting the nearby rolling hills.

We immediately hit the freeway and rode for about 15 minutes; the smooth stretch of concrete gave me a chance to get acquainted with the bike. Just like on the Rigid, the Pagsta RM uses an H-D crate engine that's been upgraded by Patriot with a Big Bore Kit, free-flowing induction and exhaust systems, and hot cams. Let me just tell you that 96 cubic inches has to be the engine size of choice when it comes to making fun and usable power. And remember that you don't really need more than this to experience great riding sensations.



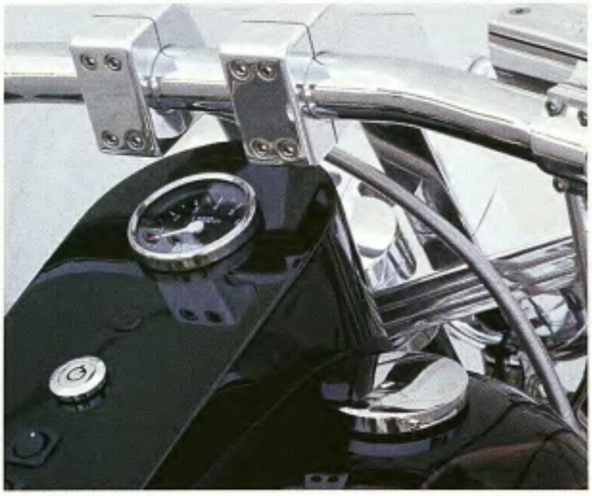
Great sensations were exactly what I felt on the bike, with a powertrain that pulls through all gears like a bat outta hell. No doubt this rubbermounted puppy runs so smooth, even at higher rpms, that the only thing that'll keep you from maintaining illegal speeds for too long is your ability to fight the wind that wants to toss you off the back of the ass end of the bike.

If putting power to the pavement is one thing, a good rolling chassis is the key to a safe and enjoyable ride. Rest assured that the Pagsta is not behind in this department either,

as it's supported by a sturdy and lightweight Atlas swingarm frame that's modified by Pag.

This chassis features flawless construction, extra gussets here and there, and a nifty boxing around the fork neck that helps in providing optimum control and stability. Add to all that Patriot's own triple clamps and stainless steel wheel axles, and you've got the basis for a very nimble and predictable motorcycle. But if the bike looks bitchin' with its ultra-low stance, that same ride height makes it a tad difficult to lean it, as the side stand seems to rub easily on left hand turns.

This Pagsta is the first Patriot model offered with rear suspension and is outfitted with a pair of adjustable Fournales shocks that do a good job at absorbing some of the road's less friendly input.



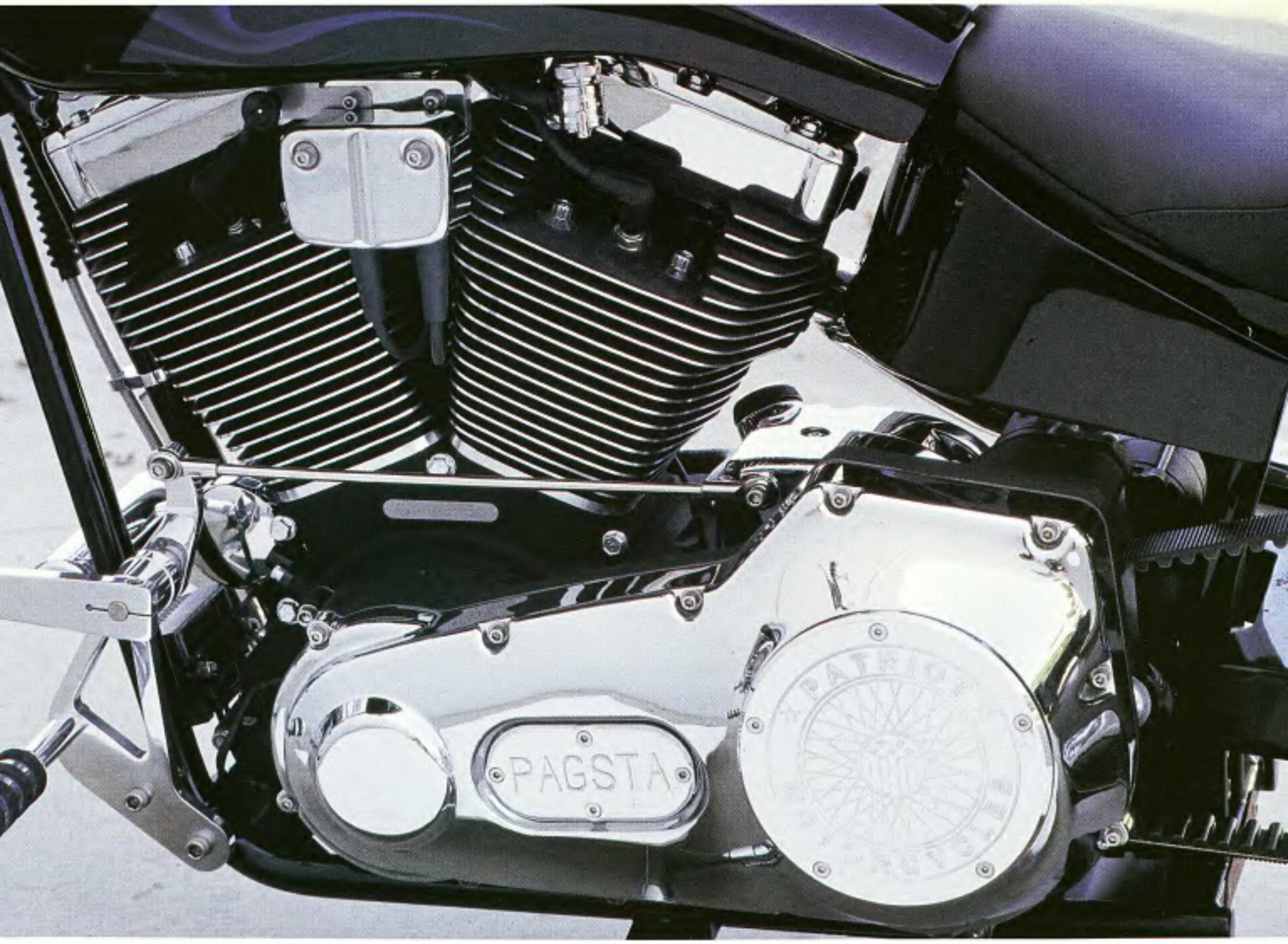
Additional comfort is provided by the gel-filled, contoured solo seat that flows nicely into the bike's overall design.

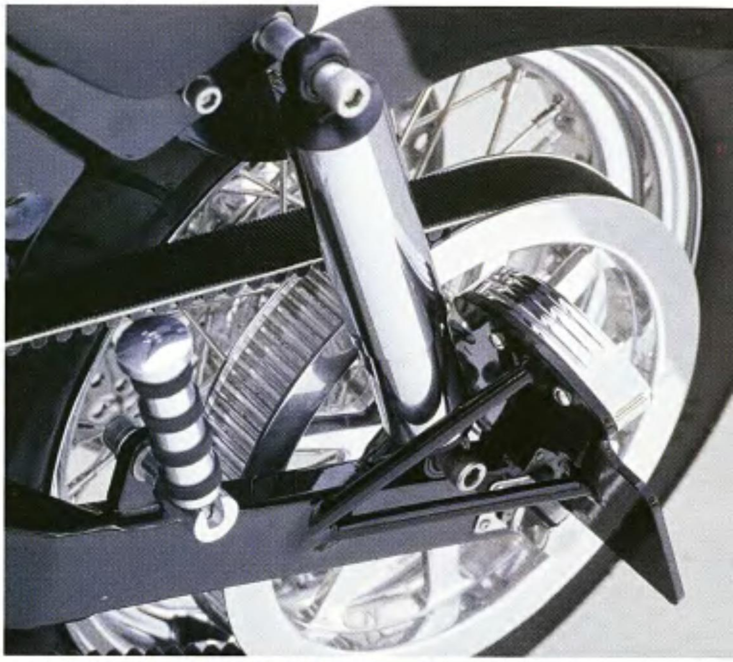
When it comes to stopping power, Patriot relies on a pair of Harley-Davidson single-piston floating calipers and stainless steel drilled rotors, actuated by JayBrake master cylinders with Teflon and stainless steel braided lines. They're responsive, efficient, and can easily be upgraded to an additional disc up front, if you feel like having more "whoa" on hand.

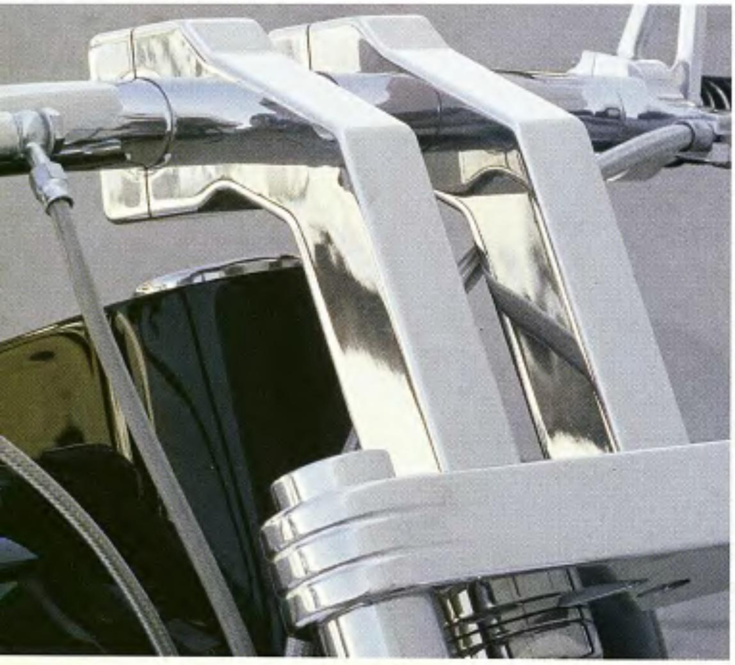
Turning the bike in after hours of riding carefree in the Southern California sun had to be the lowest point of the day. Priced at $26,500, the Pagsta RM is a stylish and reliable cruiser packed with plenty of personality.

Don't hesitate to contact Patriot Manufacturing if you have questions or want to get the address of a dealer in your area: Patriot Manufacturing Corp., 245 Citation Circle, Corona, CA, 91720; (800) 716-7772. www.pagsta.com

—Lafayette







Manufacturer: ....Patriot Manufacturing Corporation
City: ....Corona, California

General

Fabrication: ....Patriot
Year: 2000
Make: ....Patriot
Model: ....RM
Price: $26,500
Assembly: ....Johnny Pag & JR Pag

Engine

Year: 2000
Model: ....Twin Cam
Builder: ....JR Pag/H-D
Ignition: ....Screamin' Eagle
Displacement: ....96 cubic inches
Lower end: ....factory
Balancing: ....H-D
Pistons: ....Screamin' Eagle
Cases: ....stock
Heads: ....H-D
Cam: ....stock
Lifters: ....H-D
Carb: ....Mikuni 42mm
Air cleaner: ....Screamin' Eagle
Pipes: ....Porker

Transmission

Year: 2000
Type: ....H-D

Paint

Painter: ..Al Martinez Paint & Body
Color/type: ....Jet Black w/ghost flames/PPG

Frame

Year: 2000
Type: ....rubbermount
Builder: ....Atlas Pro Magnum

Accessories

Bars: ....Patriot
Risers: ....Patriot
Handlebar controls: ....JayBrake
Fenders: ....Patriot
Headlight: ....Bates
Taillight: ....Ness
Speedo: ....H-D
Dash: ....Patriot
Front pegs: ....JayBrake
Rear pegs: ....JayBrake
Electrics: ....Screamin' Eagle
Foot controls: ....JayBrake
Gas tank: ....H-D stretched
Oil tank: ....H-D
Oil system: ....factory
Primary cover: ....H-D
Seat: ....High End
Mirrors: ....JayBrake
Grips: ....JayBrake

Forks

Type: ....H-D/Pag
Modifications: ....2 inches under

Wheels

Front

Type: ....Black Bike
Size: 21-inch
Tire: ....Metzeler
Brake: ....H-D

Rear

Type: ....Black Bike
Size: 16-inch
Tire: ....Metzeler
Brake: ....H-D
Photos: ....Jan Hagglund

*"Oh, I'm not complaining, ma'am—
I just never met anyone who wore out toilets so quick!"*

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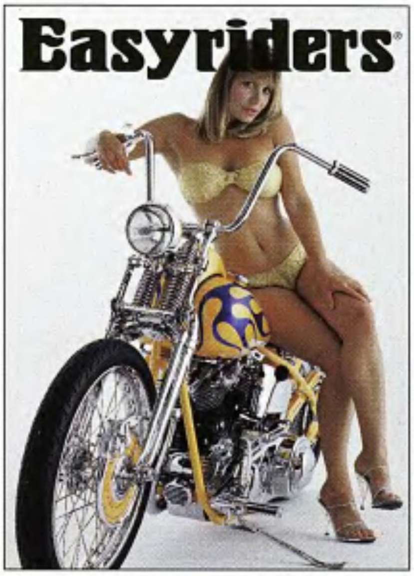
ComingAtYa

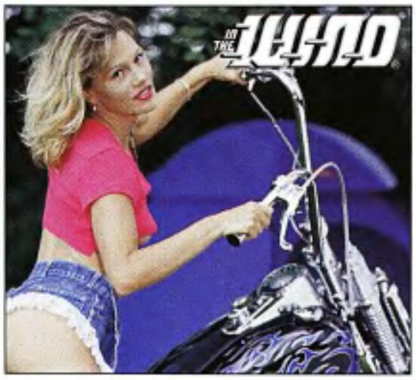
The new millennium has finally arrived with the January 2001 issue of *Easyriders*. (#331). To kick it off in style we'll feature an exclusive interview with Willie G. Davidson on the past, present and future of Harley-Davidson motorcycle design. This is our Rodeo Special and we'll feature the Best of our Easyriders Rodeo blow-out in Chillicothe, Ohio. Find out everything you need to know about Aftermarket Frames in an extensive Guide to a classy chassis. We'll offer up an oddesea of 2001 humor and tech tips including testing the Baker 6-speed transmissions in the real world.

All this PLUS the wildest custom rides and sexiest Sally's in the known universe will be blastin' your way in the January 2001 Easyriders.

On sale December 5th.

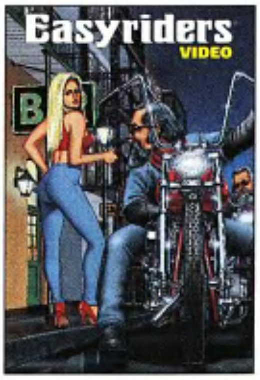


The December issue of *Biker* is guaranteed to put some lead in your mistletoe as we bring you a barrage of holiday hooters, pleasing pooters and chopped scooters. *On sale November 2nd.*



January's *In The Wind* (#103) brings you the best from Laconia and Sturgis 2000. Ya got that right: the two biggest U.S. summer events in one righteous rag. And limber Lacy on a classic pan to boot! *On sale now*

With page after glossy page of world-class customs, rare antiques, and the finest accessories, the December issue of *VQ* has all the toys a discriminating biker wants under his tree. *On sale now*



The ultra-hot spotlight is on the bountiful babes in this steamin' Easyriders Video, with some really great events like the Big Easy Ride, the Easyriders Fox Hunt competition, and the Atlanta Ride for Healthier Babies tossed in for good measure. All this PLUS, a rare interview with Peter Fonda. It's one babe-a-licious treat! Get yours now by calling (800) 247-6246.

Easyriders®

ROADWARE®

2001 FALL/WINTER

Motorcycle Touring Jacket

For the serious riders we geared up this heavy-duty cowhide jacket to protect you with reinforced elbows, forearms, shoulders and extra kidney support. Other features include adjustable lace-up sides, embossed logo on the left shoulder, zippered pockets on the sleeve and zippered vents for extra ventilation. The removable quilt lining adds flexibility for year-round riding.

4150 Sizes MD, LG, XL, XX, XXX $429.00

Belted Biker Jacket

This heavy leather biker jacket has 5 outside pockets, 1 inside, zip front and sleeves, removable lining, padded-protected elbows / fore-arms, side and belt adjustments, zipper vents in back for air flow, extra long sleeves, inside wind flap on front zipper and kidney support.
4182 Sizes MD, LG, XL, XX, XXX $349.00

Cruiser Jacket

This soft leather jacket is perfect for those warm days on the bike and those cool nights out on the town. Strong lines, a waist length, zippered sleeves, adjustable sides, four pockets outside two inside
and a tailored back make this a perfect jacket.
4186 Sizes MD, LG, XL, XX, XXX $199.00

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

Basic Biker Jacket

No bells. No whistles. Just top quality leather designed in the classic biker image. Features include three front pockets and one inside, plus side adjust-ments, extra long sleeves that zip at the bottom and kidney support.
4181 Sizes MD, LG, XL, XX, XXX
$219.00

Water Resistant Jacket

Here is a heavy duty jacket that is light in weight. Features start with water resistant Nylon outside and a soft nylon lining, filled with soft cushioned poly stuffing, an inside pocket, one zipper pocket on sleeve, two zippered front pockets, and a ribbed cuff, collar and waist. And if you ever need a handy pillow this might just do the trick!

4135 Sizes MD, LG, XL, XX
$119.00

Nylon Cordura Jacket

Easyriders teamed up with the legendary Custom Bike Designer Arlen Ness to create a line of rugged riding apparel. Features include super tough nylon construction, armored elbows and shoulders, weather proofing design, zip out liner, plenty of cargo pockets, and fast lane styling all wrapped up in a hot jacket .

4701 Sizes SM, MD, LG, XL, XX, XXX $299.00

Nylon Cordura Pants

Serious riders will want to complete a full set of riding gear with these Nylon Cordura Pants. Features include super tough nylon construction, weather proofing design, fully- lined interior, plenty of pockets, and great styling to match either of the Cordura Jackets or any leather jacket for that matter.

4705 Sizes SM, MD, LG, XL, XX
$199.00

Two Piece Rainwear

Who says rainwear has to look like rainwear? Here is a set of *Easyriders* rainwear you won't want to take off. It's styled just right with features that include reflective strips; elastic at the waist, wrist and ankles; tons of pockets; and a velcro closure over the zipper and at the neck.

4710 Sizes MD, LG, XL, XX $79.00

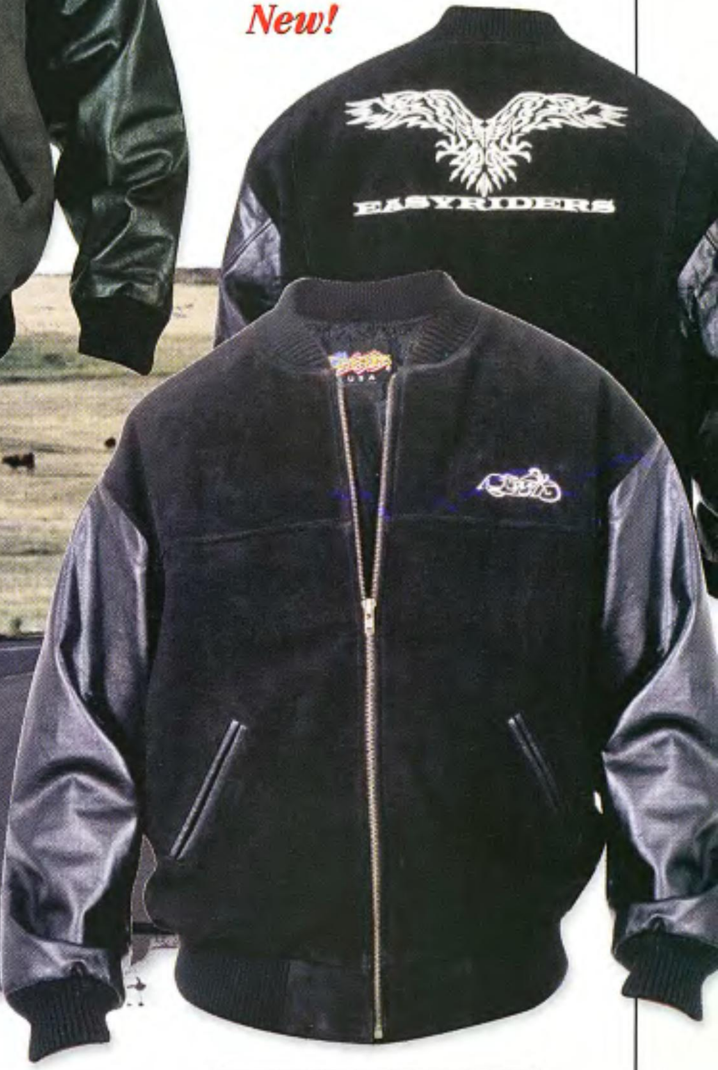
New!

Suede & Leather Varsity Jacket

Let your high school memories flood back when you wear this quality constructed jacket. This flash from the past jacket features leather sleeves and black leather trim around two outside pockets and one inside pocket, satin feel polyester lining, as well as a ribbed neck, cuffs and back waist. Adding a generous detailed embroidery across the back leaves nothing to the imagination. Available in two colors.

4143 Olive • 4142 Black
Sizes MD, LG, XL, XX $159.00

New!

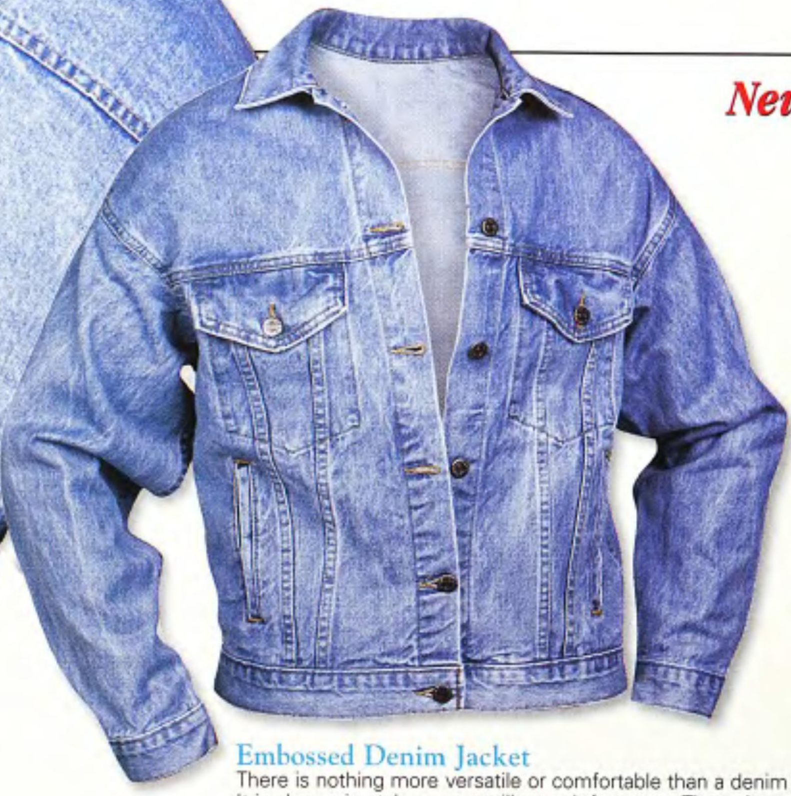


Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

Nylon Oxford Jacket

This slightly different look has a few additional features which include super tough nylon construction, armored elbows and shoulders, weather proofing design, plenty of pockets, great styling, and a zip out lining that can be worn as a light jacket. Match this jacket up with the Nylon Pants for complete protection.

4700   Sizes MD, LG, XL, XX, XXX $269.00



New!

Embossed Denim Jacket

There is nothing more versatile or comfortable than a denim jacket. It is always in style so you will wear it for years. The unique embossed *Easyriders* logo adds style to an already great jacket.

9107 Sizes MD, LG, XL, XX $85.00

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

New!

Pigment Dyed Canvas Jacket

This jacket packs a punch. With a quilted lining it is warm enough for even those chilly autumn days. It features two side pockets and one inside a corduroy collar and ribbed cuffs and back waist.

4137 Sizes MD, LG, XL, XX $109.00

Wool Southwest Jacket

The *Easyriders* Southwest Wool jacket is fashioned from durable, comfortable 100% wool. This jacket also features leather trim, a zip-up front, four outside pockets, full lining and snap down collar.
3332 Sizes MD, LG, XL, XX
$89.00

New!

Wool Southwest Vest

100% wool and cool! This traditional Southwest design vest features two outside pockets, one inside pocket and a zip front. For rugged good looks and extra durability, we've added real leather accents.
3356 Sizes MD, LG, XL, XX $79.00

Outback Touring Vest

This all-weather vest with seven front pockets,one side pocket and large flapped pocket in the back is proof that you can take it all with you. Oil/wax impregnated cotton provides wind and water resistance.
4145 Sizes MD, LG, XL, XX ~~$99.00~~ **NOW $69.00**

Pigment Dyed Canvas Vest

There are just some days when you want to shed that big coat but still have something to keep the wind off your chest. This heavy quilted vest has two outside pockets and one inside as well.
4136 Sizes MD, LG, XL, XX $79.00

New!

Cotton Pullover Sweatshirt

This is no ordinary sweatshirt. It has the feel and texture of a light, soft towel on the outside with the 70% cotton and 30% polyester, French terry fabric. It features a ribbed collar with a black trim and ribbed sleeves.
3726 Sizes MD, LG, XL, XX
$69.00

Crew Neck Sweatshirt

The oatmeal sweatshirt has a rich look while the 60% cotton and 40% polyester fabric allows it to keep its shape though many washings. The ribbed knit collar cuffs and waistband with contrasting black trim set this sweatshirt apart and gives it a rich look.
3725 Sizes MD, LG, XL $44.95

New!

Deluxe Hockey Jersey

You won't have to wave a stick to get attention in this shirt. It's a go anywhere, do anything style. Made of 12 oz. French terry cotton, it is machine washable and has hidden slash pockets to boot. This V-neck oversized jersey is styled for a man's comfort. Made in the U.S.A.
3717 Sizes MD, LG, XL, XX $55.00

Sleeve Print

New!

Half Zip Pullover with Pockets

This versatile pullover has the feel of a sweatshirt and the look of a spring jacket. The 10 oz. fleece made from 80% cotton and 20% polyester help it to keep its shape. It features a ribbed elastic waist and cuffs, striped ribbed collar, an easy to get in and out of zippered front and two side pockets.
3707 Sizes MD, LG, XL, XX $79.00

Quarter Zip & Plaid Sweatshirt

Warm and wonderful. It's the only way to explain this sweatshirt. It is made of 80% cotton and 20% polyester. The soft stand up collar is lined, along with the inside yoke, with plaid. The ribbed cuffs and waistband keep the air out and the warmth in.
3705 Black • 3706 Khaki
Sizes MD, LG, XL, XX $69.00

Phone:	(800) 247-6246 or
	(818) 889-8740
Fax:	(800) 523-8301 or
	(818) 889-4726

www.easyriders.com

Bike Flame Hooded Zip Sweatshirt

The Hooded Zip Sweatshirt with Flames is a staple for every biker wardrobe. The flames may look hot but the style is cool. And that hood can come in mighty handy on a crisp ride home.
3716 Sizes MD, LG, XL, XX
$44.95

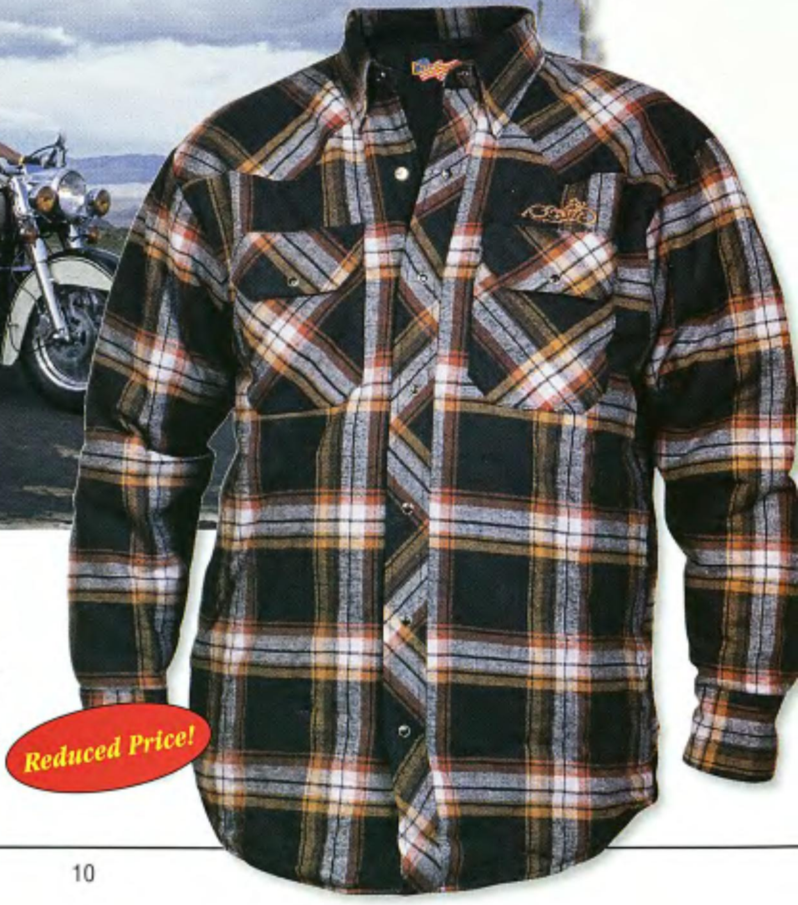
Bike Logo Sweatshirt

There's nothing to sweat when you're wearing this sweatshirt. Made from 95% cotton and 5% polyester, this long wearing, low maintenance sweatshirt features our two color embroidery and is perfect on or off your bike.
3731 Sizes MD, LG, XL, XX $34.95

New!

Plaid Wool Jacket/Shirt

This wool shirt can double as a light jacket. It is made from 100% wool outside and a light quilted lining of 100% polyester. It also features two front button down pockets, and two button adjustable cuffs. Available in two color combinations.
4252 Gray and Red
4253 Brown and Gray
Sizes MD, LG, XL, XX $69.00



Quilted Lined Shirt

Did you ever feel like staying in bed or in your sleeping bag? Well now you can have that same feeling with the Easyriders Quilted LIned Shirt. Fashioned from an outer shell of 100% cotton, the inside features 100% polyester fill. The snap-down collar and snap bvotton front make it the ideal shirt for those who ride.
4250 Sizes MD, LG, XL, XX, XXX ~~$55.00~~ **NOW $49.95**

Band Collar Twill Shirts

These band collar shirts are made from some of the softest 100% cotton you'll ever put next to your skin. Two single button pockets and an *Easyriders* embroidered logo finish it off nicely. It is available in a choice of two colors.
7466 Khaki (Left) • 7465 Green with touch of denim (Right)
Sizes MD, LG, XL, XX, XXX $34.95

Plaid Button Down Shirt

Traditional button down collar with a larger plaid pattern and double flap front pockets make this one a must for every closet.
7495 Sizes MD, LG, XL, XX, XXX $34.95

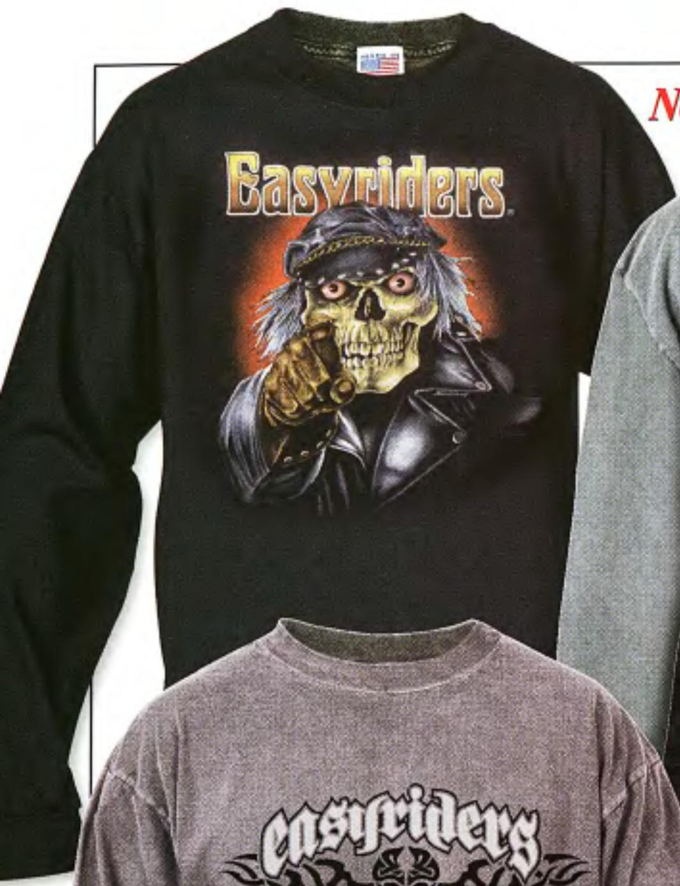
Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

Flap Pocket Twill Shirt

It is 100% cotton that makes this shirt a pleasure to wear. It features a crisp look and pockets with pleated flaps that will keep things inside where they belong.
7467 Sizes MD, LG, XL, XX, XXX
$34.95

Twill Shirt w/Casual Collar

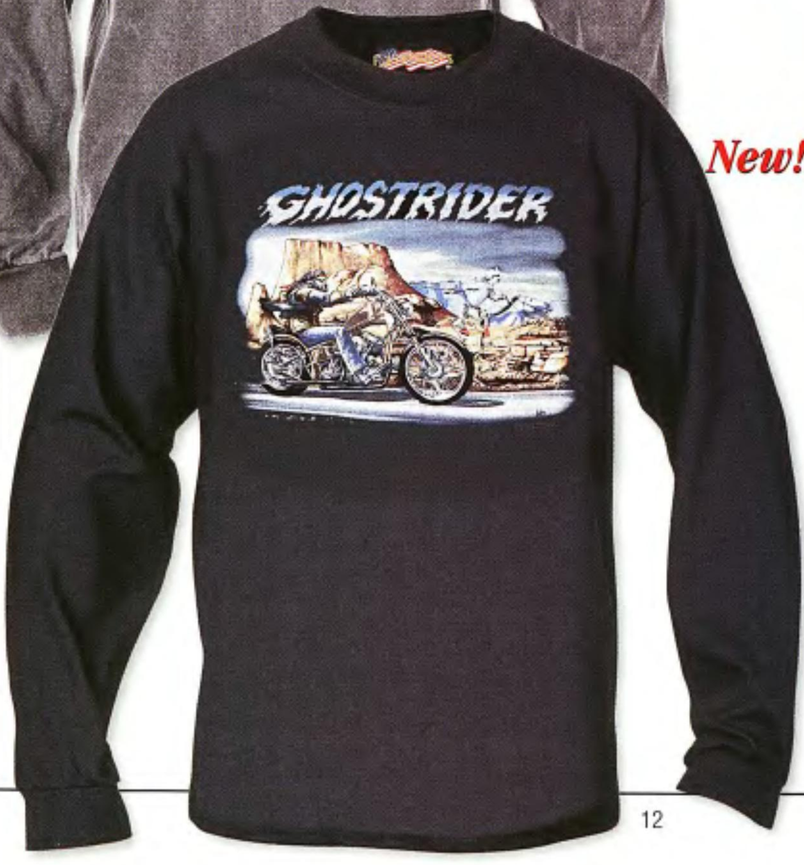
Here are two choices in a favorite style. They are made of 4.5 oz. cotton and feature a stiff relaxed collar along with two button adjustable cuffs and a left chest pocket. The woodtone buttons are a nice touch to an already great looking shirt. Available in either stone (left) or a mini houndstooth pattern (right).
7496 Stone • 7497 Houndstooth
Sizes MD, LG, XL, XX, XXX $34.95



New!

New!

New!



New!

Easyriders Wants You!
This black long sleeve T-shirt comes with a compelling message. It is made from 100% cotton and has a ribbed collar and sleeves.
8621 Sizes MD, LG, XL, XX $24.95

All American Green
This pigment dyed shirt is made of comfortable 100% prewashed cotton and has a ribbed collar and cuffs.
8624 Sizes MD, LG, XL, XX $24.95

Celtic America Skull
This faded black shirt is made of 100% cotton and has a ribbed collar and cuffs. It's the perfect backdrop for the Celtic Skull design.
8622 Sizes MD, LG, XL, XX $24.95

Ghostriders
The classic Ghostriders design is presented on this functional black long sleeve T-shirt. With its 100% cotton comfort and ribbed collar it will be your best wardrobe investment this year.
8623 Sizes MD, LG, XL, XX $24.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

Bike Logo

Keep your arms from frying in the sun and keep the cool comfort of a T-shirt with an *Easyriders* long sleeve tee. This 100% cotton shirt with a ribbed collar and cuffs and also features the popular *Easyriders* bike logo design.
8626 Sizes MD, LG, XL, XX $24.95

New!

Embossed T-Shirts

An authentic embossed logo gives this T-shirt dimension. Just as you would expect from your favorite T-shirt, this one is made of comfortable 100% cotton and the pigment dye makes each one unique. Available in two colors.
8902 Blue • 8903 Black
Sizes MD, LG, XL, XX, XXX $19.95

New!

New!

Chrome Bike Logo

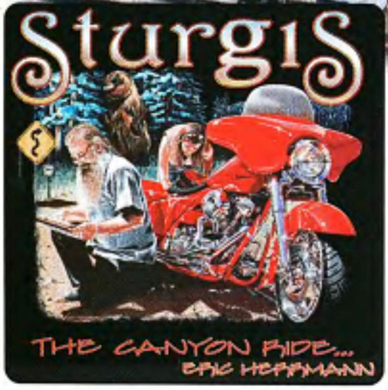
The three dimensional look of this shirt adds extra style to an already great 100% cotton tee.

8918	Sizes MD, LG, XL	$16.95
	XX	$19.95
	XXX	$22.95

EASYRIDERS T-SHIRTS

For over 20 years *Easyriders* T-shirt designs have always embodied the fun and freedom of the biker experience, and our newest T's continue that fine tradition. Some designs have also combined embroidery with the silk screened image, while others have been printed front and/or back. All designs are screen printed on 100% cotton.

Unless otherwise noted, pricing is as follows:
MD, LG, XL T-shirts are $16.95 ea.
XX are $19.95 ea.
When available XXX are $22.95 ea.



STURGIS by Eric Herman (Back Print)
9705 Sizes MD, LG, XL $19.95
XX $21.95

SHOVELHEAT by Eric Herman (Back Print)
9701 Sizes MD, LG, XL $19.95
XX $21.95

New!

AMERICAN DREAM
8882 Sizes MD, LG, XL, XX, XXX

New!

LIVE FREE
8920 Sizes MD, LG, XL, XX, XXX

New!

EASYRIDERS FLAG
8921 Sizes MD, LG, XL, XX, XXX

New!

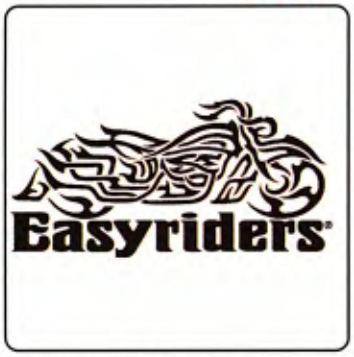
BIG LEAGUE
8917 Sizes MD, LG, XL, XX, XXX

EMBLEM
8914 Sizes MD, LG, XL, XX, XXX

TAKIN' OFF
8913 Sizes MD, LG, XL, XX, XXX

OUT OF MY WAY
8915 Sizes MD, LG, XL, XX, XXX

New!

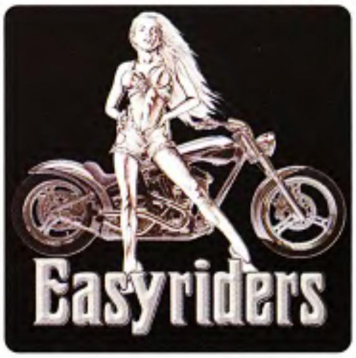


GOTHIC BIKE (white shirt)
8919 Sizes MD, LG, XL, XX, XXX

New!

BIKER BABE
8898 Sizes MD, LG, XL, XX, XXX

New!



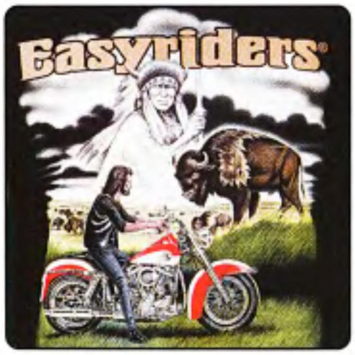
DREAM GIRL
8867 Sizes MD, LG, XL, XX, XXX

EAGLE
8912 Sizes MD, LG, XL, XX, XXX

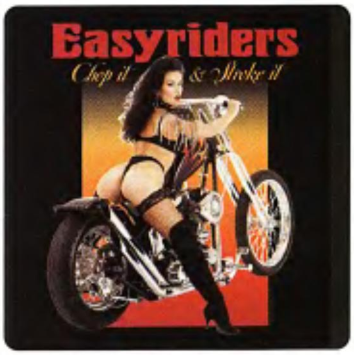
ALL THE ELEMENTS (white shirt)
8862 Sizes MD, LG, XL, XX, XXX

SNAKE BITE T-SHIRT
8205 Sizes MD, LG, XL, XX, XXX

JUMBO EAGLE
8720 Sizes MD, LG, XL, XX, XXX



FREE SPIRIT
8200 Sizes MD, LG, XL, XX, XXX



CHOP IT & STROKE IT
8781 Sizes MD, LG, XL, XX, XXX

EAGLE & SNAKE

The lightning bolt image is on the front and back of this electric shirt.

8721 Sizes LG, XL, XX, XXX

VQ SKULL

Embroidered VQ bike logo with a screen printed design.

8790 Sizes MD, LG, XL $19.95

XX $22.95

Unless otherwise noted, pricing is as follows:

MD, LG, XL T-shirts are $16.95 ea. • XX are $19.95 ea. • *When available* XXX are $22.95 ea.

LIGHTNING STRIKES T-SHIRT

8823 Sizes MD, LG, XL, XX, XXX

RUN TO THE WALL

8865 Sizes MD, LG, XL, XX, XXX

SUNSET STRIP

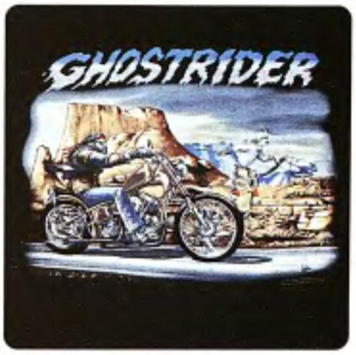
8860 Sizes MD, LG, XL, XX, XXX

CANADIAN MIST

8864 Sizes MD, LG, XL, XX, XXX

COLORADO CRUISIN

8866 Sizes MD, LG, XL, XX, XXX



DAVID MANN GHOSTRIDER

8580 Sizes MD, LG, XL, XX, XXX

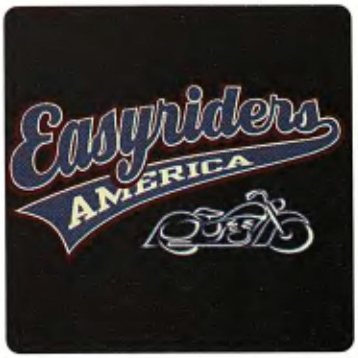
BIKER TO THE BONE ENGINE
8891 Sizes MD, LG, XL, XX, XXX

FLAMING BIKER TO THE BONE
8893 Sizes MD, LG, XL, XX, XXX

WOLF ENGINE
8894 Sizes MD, LG, XL, XX, XXX

BIKE & EAGLE BOLT
8895 Sizes MD, LG, XL, XX, XXX

DREAM MACHINE
8896 Sizes MD, LG, XL, XX, XXX

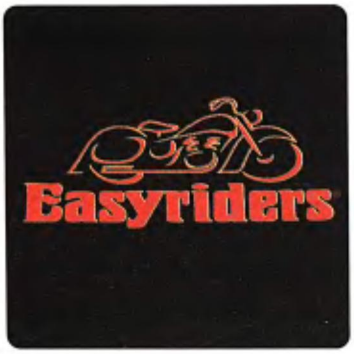


ALL AMERICAN EASYRIDERS
8897 Sizes MD, LG, XL, XX, XXX

VIETNAM VET
8715 Sizes MD, LG, XL, XX, XXX

WIND KISS
8861 Sizes MD, LG, XL, XX, XXX

KNIGHT RIDER
8863 Sizes MD, LG, XL, XX, XXX



EASYRIDERS BIKE
8390 Sizes MD, LG, XL, XX, XXX

EASYRIDERS BUTT SHOT
8820 Sizes MD, LG, XL, XX, XXX

WHITE LINE BROS - Signature Series w/embroidered David Mann signature.
8585 Sizes MD, LG, XL $19.95
XX, XXX $22.95

Ladies Biker Jacket

This all weather protector is made from top grade leather with a zip-out lining, four outside pockets and a snap down collar. You can conquer the elements with this one.
4588 Sizes SM, MD, LG, XL $239.00

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

LEATHER

New!

Southwestern Zipper Wool Jacket

Wearing this jacket is like wrapping up in a warm blanket. It features a light quilted lining, zipper front, leather trim on the snap down collar, one inside pocket and two side pockets.
3327 Rust/Beige/Black Sizes SM, MD, LG, XL
$69.00

Black Suede Western Shirt

With a western cut and beautiful soft black suede, satin feel lining, snap down collar, snap front and cuffs, you can't go wrong with this shirt. Wear it alone or with a cute fashion top under it.
7224 Sizes SM, MD, LG, XL $209.00

New!

Ladies Leather Chaps

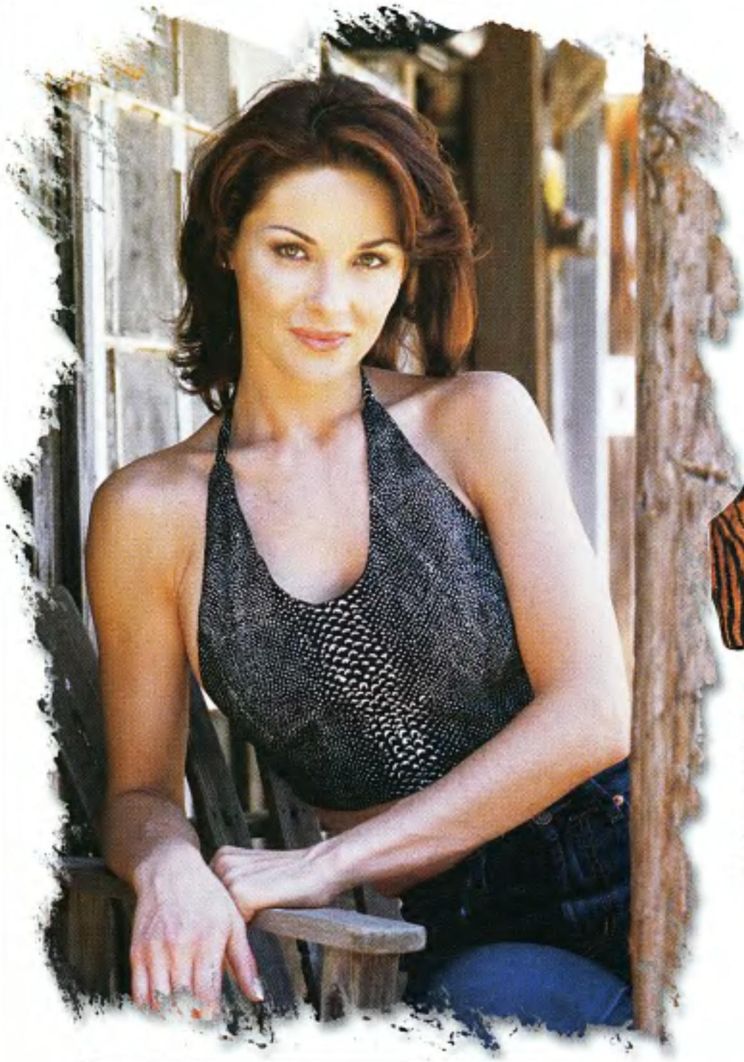
These are possibly the softest, most comfortable chaps you can strap over a pair of jeans. Includes side zipper with a 6 snap bottom, one zipper pocket and one change pocket.
6150 Sizes SM, MD, LG, XL $199.00

Rampage Leather Jeans

These satin-lined leather jeans have zippered leg closures and an expandable back panel allow a great fit.7120 Sizes 6 (27"), 8 (28"), 10 (29"), 12 (31"), 14 (32"), 16 (33") $209.00

Ladies Lambskin Leather Shirt

Tapered back super soft lambskin leather shirt has dual front snap pockets and a snap down collar. It's a shirt you'll never want to take off.
7200 Sizes SM, MD, LG, XL $169.00



Triangle Tops

Choose from your basic biker black, jungle cat animal print or ssssslinky snake design in a classic halter top design. Cut in the hot triangle design, these one-size-fits-all tops will keep you out of the Bermuda Triangle of boring clothes. Ties around the neck & back. One size fits most.

212010	Animal	$24.95
212011	Black	$24.95
212020	Snake	$24.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

Cotton Bando Top

Here is a 100% cotton version of the top above with an embroidered tape trim to give it just that extra style.

212006 One Size $16.95

Lace Up Velvet Sheer Top

Delicate laces allow just the right amount of skin to peek out from behind the soft stretch velvet. Sheer sleeves finish it off perfectly.

3955 Sizes SM, MD, LG, XL $54.95

Suede Shirt/Jacket

This suede shirt feels like butter on your skin. You don't see items like this outside a specialty leather store very often. We are proud to bring you this incredible shirt with beautiful detail stitching at the shoulders and the top slit pockets, also a full lining inside. It will be one of those special things you have in your wardrobe and you'll be surprised how often you'll want to wear it.

7221 Sizes SM, MD, LG, XL $229.00

Suede Glamour Vest w/Fringe

There is nothing like the look of fringe as a rider goes down the road. This vest makes that fringe more attractive with a deep neckline and zipper front. It is fully lined and when you adjust the back just enough, you'll be surprised at what it does to the front. You'll blow them away whether you're riding or walking.

5521 Sizes SM, MD, LG, XL
$119.00

Animal Print Glamour Vest

Styled after our ever-popular soft black leather glamour vest (on opposite page), this vest is made of rugged leather with a leopard-skin look.

5575 Sizes SM, MD, LG $69.00

Glamour Vest

Soft, lined, black leather vest has an adjustable back strap, four zipper pockets and a zipper front.

5520 Sizes SM, MD, LG, XL $109.00

Exotic Reptile Print

This unique shirt starts with a texture of reptile on a silky and shimmering fabric made from a polyester, silk and cotton blend. It's exotic, soft and available in two rich colors.
7222 Blue • 7223 Wine
Sizes SM, MD, LG, XL $44.95

New!

New!

Thermal Henley with Bike Logo

Made of 90% cotton and 10% lycra, this ladies top would make Shakespeare fall in love. It has built-in support in just the right places. It was designed to complement a woman's body.
3776 Black • 3777 White
Sizes SM, MD, LG, XL $29.95

Long Sleeve Tie Dye

Wear a work of art. These hand dyed shirts are made of prewashed 100% cotton. Available in three colors, each one is a unique creation.
4048 Green • 4047 Black • 4046 Blue
Sizes SM, MD, LG, XL $29.95

Ladies Night Shirts

Sweet dreams till moonbeams find you.....in a 100% cotton, 5.6 oz. heavyweight jersey fabric, pre-shrunk self trim scoop neck, side seam construction, double needle hemmed sleeves and bottom. Available in two designs.
208232 Black "Let Those Who Ride"
208233 White "On The Prowl"
One Size $19.95

New!

New!

Short Sleeve Tie Dye Shirt

Once again a unique and retro look at a short sleeve T-shirt. Made from 100% cotton, it is dyed in light and dark blues with a touch of gray. Each is a one of a kind, just like you.
4045 Sizes SM, MD, LG, XL $29.95

Phone:	(800) 247-6246 or
	(818) 889-8740
Fax:	(800) 523-8301 or
	(818) 889-4726

www.easyriders.com

Ladies Turtleneck

Made from a form-fitting 100% cotton, this sexy yet elegant turtleneck will follow you from your daytime adventure into a nighttime romance.
3840 Sizes SM, MD, LG $19.95

Spaghetti Top

The body hugging polyester and spandex top are held on by the hint of a spaghetti strap. In the back it plunges down to show some skin while the tiny strap across the back keeps from showing more than you want to. Available in two colors.
4065 Black • 4066 Lilac
Sizes SM, MD, LG, XL $24.95

Sweater Vest/Tank

The super low V neck points straight to the slick silver buttons down the front. It's as comfortable as they come. Made of soft 100% cotton knit fabric, there's no better way to show off to the rest than with this vest.
4025 Sizes SM, MD, LG, XL $29.95

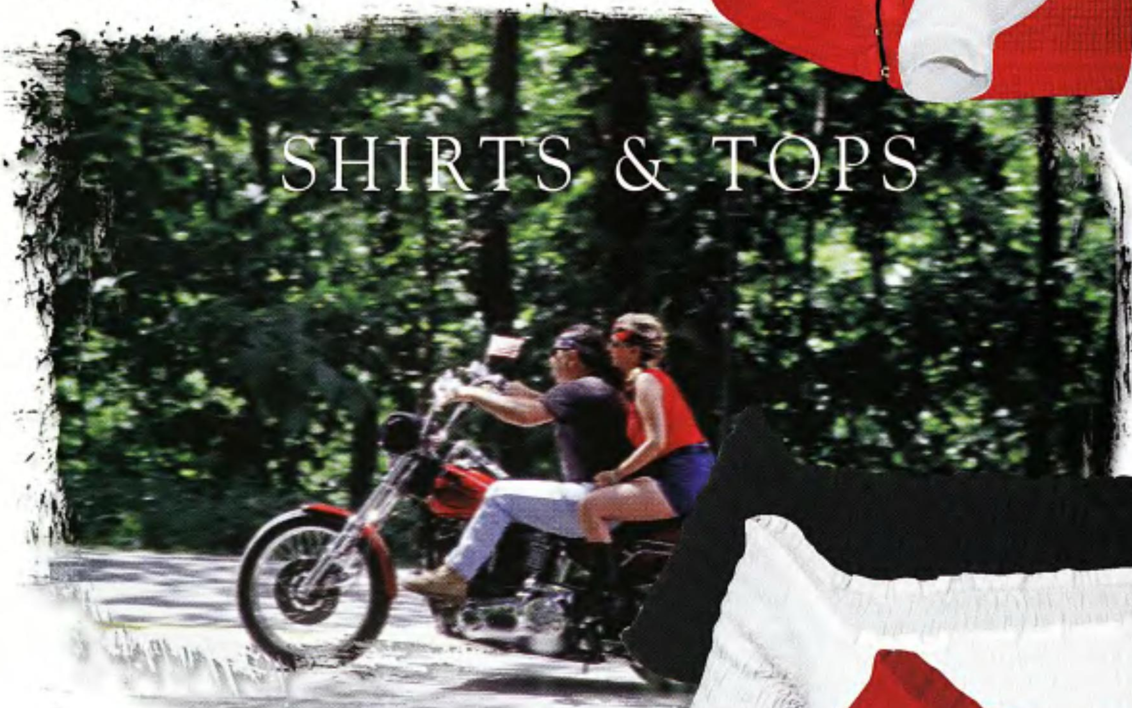
Open Back V-Neck Top

This style has just popped into the fashion scene and once you wear it you'll know why. Its open back shows off one of the most sexy parts of a woman's body while the polyester/spandex material make it light and comfortable to wear. It will keep its shape wash to wash.
4081 Berry • 4080 Black
Sizes SM, MD, LG, XL $44.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

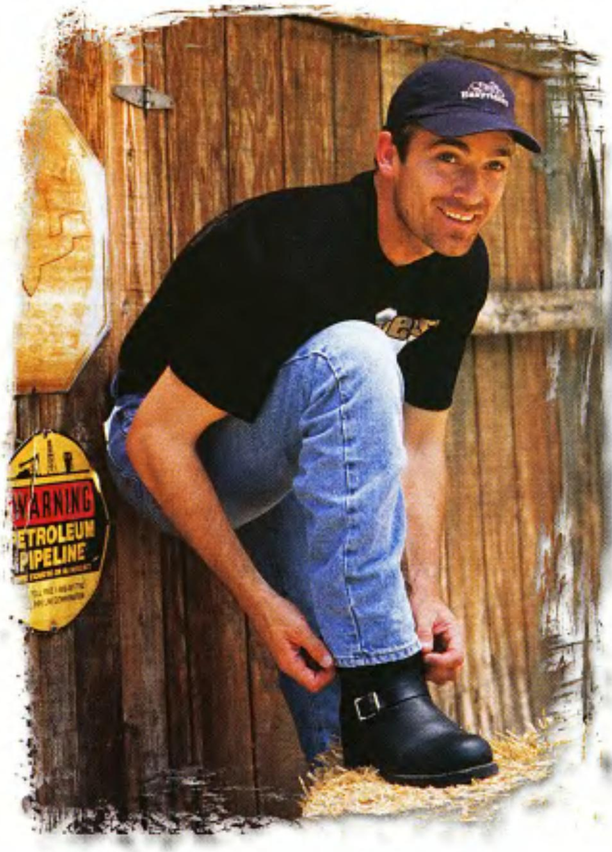
Hook and Eye Thermal

You'll be hooked on this new Ladies thermal. Though it's cut from 100% cotton and 14 oz. heavyweight jersey, it's light and comfortable close to your skin.
4010 White • 4015 Black • 4014 Red
4016 Natural
Sizes SM, MD, LG, XL $39.95



Shoulderless Top

This shirt fits right off the edge of your shoulder for a sexy look with full coverage. It is made of cotton with elastic running through to give it that puckered look, and who knows what that might lead to.
Available in three colors.
3965 Black • 3966 White • 3967 Red
Sizes SM, MD, LG, XL $24.95



Mens Nastyfeet Boots

These handcrafted boots are made with Goodyear Welt construction, reinforced shanks, oil resistant soles and nasty cushioned insoles. (Approx. 11" high.)

2515 Sizes 8, 8 ½, 9, 9 ½, 10, 10 ½, 11, 11 ½, 12 $179.00

Mens and Womens Logger Boots

Rugged as they come with full grain leather uppers, heavy-duty oil-resistant Vibram soles and hand-crafted with Goodyear Welt construction. Pass them down to your grandkids.

2525 Mens Sizes 8, 8 ½, 9, 9 ½, 10, 10 ½, 11, 11 ½, 12 $149.00
2526 Womens Sizes 5, 5 ½, 6, 6 ½, 7, 7 ½, 8, 8 ½, 9, 10 $149.00

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

Womens Nastyfeet Boots

These handcrafted boots are designed for women and also feature Goodyear Welt construction, reinforced shanks, oil resistant soles and nasty cushioned insoles. Approximately 11" high.

2516 Sizes 5, 5 ½, 6, 6 ½, 7, 7 ½, 8, 8 ½, 9, 10 $179.00

Flame Caps

Fire it up with one of these cotton twill caps in a six panel pro-style pattern with an adjustable self-fabric velcro strap in back. Available in three colors (shown left to right).

300401	Red/Orange/Gold	$24.95
300400	Black/Orange/Gold	$24.95
300402	Red/Red/Black	$24.95

New!

New!

Flame Fitted Baseball Cap w/Skull & Flame

You'll love the fit on this hat with a six panel cotton twill blend, custom embroidered flame, skull on the front and the *Easyriders* bike logo on the back. Made in the U.S.A.

300377	Sizes SM/MD	$24.95
300378	Sizes LG/XL	$24.95

New!

New!

Embossed Denim & Suede Hat

Another great hat made with 100% cotton denim, a suede brim and an adjustable metal closure. Made in the U.S.A.

300376 $19.95

Bucket Cap with Easyriders Logo in Leather

The bucket cap is even hipper in leather. Features an embroidered bike logo on the front with full grain cowhide. Made in the U.S.A.

300381	Sizes SM/MD	$44.95
300382	Sizes LG/XL	$44.95

New!

Skull & Flame Bucket Cap

This hat gives you a hip look and the comfort of 100% cotton twill at the same time. It has a 2½" brim and a custom flame and skull embroidery. Made in the U.S.A.

300379	Sizes SM/MD	$24.95
300380	Sizes LG/XL	$24.95

New!

Mens & Ladies Embossed Belts

These belts are made from heavy duty cowhide and are embossed with the *Easyriders logo*. An added feature is the decorative buckle which gives it a rich look.

2336 Embossed Ladies Belt Sizes 28, 30, 32, 34
$29.95
2351 Embossed Mens Belt Sizes 32, 36, 40, 44
$39.95

Men's Deerskin Gloves With Thinsulate

These mens gloves with Thinsulate offer extra comfort during colder riding days and nights. The Thinsulate fibers trap more air and insulate better than other materials. Made in the U.S.A.
2280 Sizes SM, MD, LG, XL $55.00

Ladies Deerskin Gloves With Thinsulate

We've made the Thinsulate Deerskin Gloves for the Ladies, too. Enjoy maximum warmth and maximum style. Made in the U.S.A.
2281 Sizes SM, MD, LG, XL $55.00

Ladies Deerskin Gauntlet Gloves With Thinsulate

For the lady who prefers the adventurous look and added warmth and protection, this item will fit you like a glove. Made in the U.S.A.
2286 Sizes SM, MD, LG, XL $75.00

Men's Deerskin Gauntlet Gloves With Thinsulate

You can run the gauntlet in safety and comfort with these gloves. The rugged good looks and extra protection are enhanced by the warmth of Thinsulate construction. Made in the U.S.A.
2285 Sizes SM, MD, LG, XL $75.00

Black Knit Scarf

Made of warm, comfortable 100% acrylic knit, this scarf is double knit for double warmth, and it's extra length will wrap around your neck and chest. It also features an embroidered *Easyriders* bike logo. Made in the U.S.A.
300105 $19.95

Knit Black Cap

This traditional 100% acrylic knit cap rolls to size, and features an embroidered *Easyriders* Bike Logo. Made in the U.S.A.
300104 $11.95

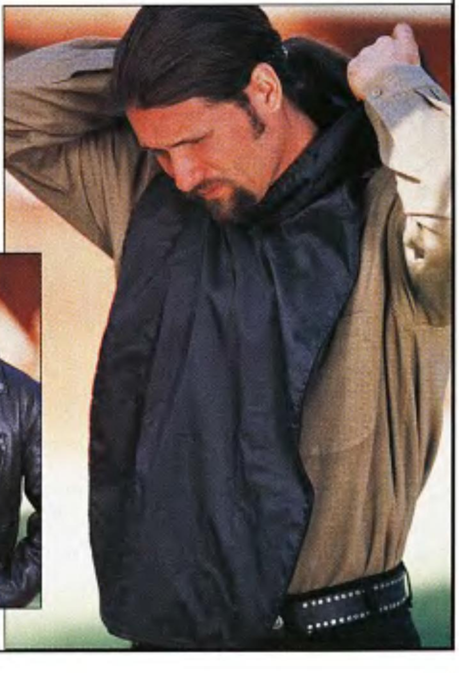
New!

Ladies Animal Print Cap
Pure animal attraction. This cap does more than keep the sun out of your eyes.
300365 $19.95

Flame Knit Beanie
On or off the bike, these flame beanies will keep the heat from leaving your body. Yeah, you'll be warm and look cool at the same time. Available in three colors, shown left to right.
300130 Yellow/Black/Red • 300131 Red/Black/Orange
300132 Orange/Black/Yellow
$19.95

Ladies Headwraps
Maybe there is some help for helmet hair! For those who don't wear a helmet, these headwraps can help avoid the big knot at the end of the ride. Whatever your reason for wearing it here are two stylish choices. The Grey is made of cotton fleece and the animal is a brushed cotton twill. They are made of 100% cotton and are machine washable.
300374 Gray $14.95 ea.
300375 Animal Print $19.95 ea.

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

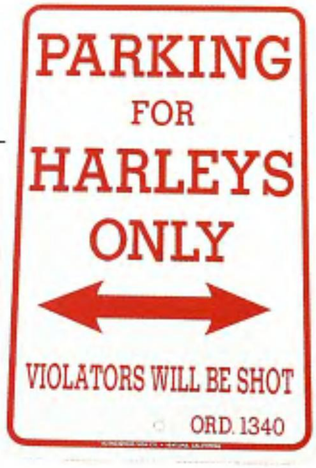


Chillbuster
Beat the cold with the *Easyriders* cotton/poly chillbuster. It completely covers the chest and neck area and features a secure velcro closure.
700047 $29.95

Wooden Cigar Cases

Keep your expensive cigars fresh when you're on the road. These handmade cases are crafted in dark walnut with a laser engraved bike logo and have a hidden magnetic closure. Available in two sizes. (Cigars not included.)

253005 Holds 2 Cigars $34.95
253006 Holds 3 Cigars $39.95



Harley Parking Sign

Let it be known who parks in your driveway with these Harley signs.
Metal sign "Violators Will Be Shot"

150051 $29.95

Aluminum Wall Clock

This clock is a heavy hitter when it comes to time. It is made of polished aluminum and measures 11 3/4" x 11 3/4" with a 7 1/2" dial. Made in the U.S.A.

290050 $55.00

Slant Mantel Clock

This handsome clock doesn't need a mantel to look good. It's a great way to keep track of time no matter where you put it. Measures 4"x4"x4" with a 3 1/2" dial. Made in the U.S.A.

290049 $29.95

Aluminum Wall/Desk Clock

You'll love watching the time go by on this heavy duty desk clock. It measures 6 3/4" x 6 3/4" with a 3 1/2" dial. Made in the U.S.A.

290051 $29.95

New!

Retractable Keychain

This heavy duty keychain has a heavy duty metal clip on the back to hang on your belt. The metal chain retracts into a polished nickel case with an *Easyriders* logo.

300159 $11.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

Harley Collector Models

Authentic Harley 1/18 scale models are made with a die cast metal body, a working suspension, and accurate details down to the spokes.

1. 160161	1909 Twin 50 V-Twin	$10.95
2. 160162	1936 El Knucklehead	$10.95
3. 160163	1942 WLA Flathead	$10.95
4. 160164	1948 FL Panhead	$10.95
5. 160165	1962 FLH Duo Glide	$10.95
6. 160166	1986 FLST Heritage Softail Evolution	$10.95

New!

Saddlebag Coolers

Turn your leather saddlebag into an insulated cooler that will keep ice and drinks cold up to two days! Made of heavy duty 600 denier polyester, vinyl tear resistant liner and 3/4" thick foam insulation. Straps make it easy to remove and carry and it fits most saddlebags. Holds 12-12 oz. cans and is available in two styles.

700116 Standard Saddlebag Cooler
(12" long x 10" high x 5" deep) $39.99
700115 Slanted Saddlebag Cooler
(12" long x 10" high x 6" deep) $55.00

Biker Wallet

Inside, this wallet has all the great features of the wallet above. It measures 6" long x 31/2" wide and has the Easyriders Bike Logo on the front.

700061 $24.95

Zipper Biker Wallet with Chain

There's nothing like a chain to keep your wallet from wandering away from you. These wallets are made from naturally tanned domestic hides and feature a zipper compartment for change and a small ID or card compartment, as well as one for paper money, while the outside has zippered compartment. They are attractively drum dyed in Earth Tone hues. (Colors may vary- 6" long x 31/2")

700060 Earth Tones $19.95

Bi-Fold Wallet

These wallets are made from full-grain naturally tanned domestic hides that are drum dyed. Colors may vary. Measures 41/2" x 31/2". Inside features plastic photo/card insert that holds 5 or 10 back to back, 4 credit card compartments, two more compartments, and a larger pocket for paper money. (Colors may vary-41/2" x 31/2")

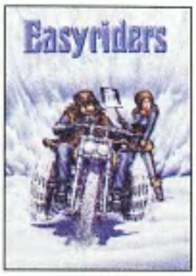
700062 Earth Tones $19.95

Christmas Cards

Grab a few boxes of Easyriders' newest selection of seasonal greeting cards. Choose from six holiday classic illustrations by the legendary David Mann. Boxed sets of twelve cards and envelopes are available in either your favorite design, or as a mixed assortment. Order by item number below each card.

110337 Mixed Set (2 of ea.)	$8.95	110333	$8.95
110327	$8.95	110334	$8.95
110331	$8.95	110335	$8.95
110332	$8.95	110337	$8.95

#110327
Season's Greetings



#110334
Hope you're having a great time shovelin' in the New Year

#110332
May all Your Christmas Wishes Come True.

#110335
Big Surprises come in small packages...Happy Holidays!

#110333
Wishing you a Merry Christmas wherever you may ride...
Happy Holidays!

#110331
Best Wishes
for a high flying Holiday!

Tis the Season to decorate your Christmas tree with festive biker ornaments from Easyriders' own North Pole. All four collectible quality decorations are elegantly cast in antique satin finished pewter. If you have a hard time choosing which one to buy, try the holiday four pack with one of each. They make great stocking stuffers too!

Bike Logo Ornament
253030 ~~$12.95~~ Now $8.95

Toy Run Ornament
253031 ~~$12.95~~ Now $8.95

Biker Ornament
253032 ~~$12.95~~ Now $8.95

Santa Ornament
253033 ~~$12.95~~ Now $8.95

Ornament 4 Pack
1 of each design.
253034 ~~$38.95~~ Now $8.95

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- Scottsdale, AZ 480-947-4423
- Daytona Bch, FL 904-238-1645
- Silicon Valley, CA 408-998-1582
- Denver, CO 303-584-9886
- Danbury, CT 203-730-0052
- Waterbury, CT 203-757-0925
- Atlanta, GA 770-914-6076
- Augusta, GA 706-855-1260
- Columbus, GA 706-321-1755
- Valdosta, GA 912-245-9057
- Boise, ID coming soon
- Quincy, IL coming soon
- Indianapolis, IN coming soon
- Merrillville, IN 219-736-BIKE
- Wichita, KS 316-267-6677
- Lexington, KY 606-245-7050
- New Orleans, LA 504-887-6968
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- Spokane, WA 377-2232
- Cambridge, Ontario 519-650-EASY

Easyriders ROADWARE®

P.O. Box 1025, Agoura Hills, CA, 91376-1025
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Easyriders® BIKE SHOW TOUR 2001

Show Stops

January 6, 2001
Pomona, California
L.A. Fairplex

January 13, 2001
Sacramento, California
Sacramento Convention Center

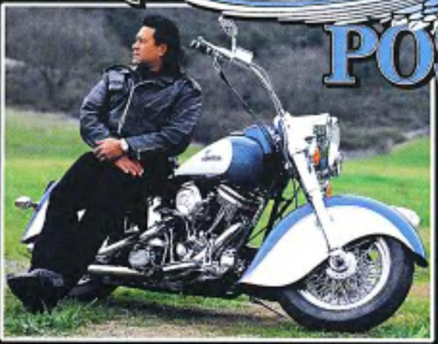
January 20, 2001
Charlotte, North Carolina
Charlotte Convention Center

NEW **January 27, 2001**
Louisville, Kentucky
Kentucky International Convention Center

NEW **February 10, 2001**
Memphis, Tennessee
Memphis Cook Convention Center

INVITATIONAL!
3-BIG DAYS
February 16,17,18, 2001
Columbus, Ohio
Franklin County Veterans Memorial

FEATURING BRANSCOMBE RICHMOND AND THE RENEGADE POSSE



- Wall to Wall Custom Show Bikes
- Motorcycle Accessories
- Calendar Girl Contest
- Door Prizes
- Tattoo Artists

Easy Entry!

EACH REGIONAL BIKE SHOW will have two competition classes: Spectator Class and Judged Class. We will award 22 trophies in the spectator class, and 18 trophies in the judged class. 1st place best of show in each class will each recieve a feature in one of our magazines. 1st-3rd place, Best of show in each class will all receive a $1,000.00 award certificate and a trophy. You must have your bike entered and on display at Columbus in order to collect the $1,000.00.

HOW TO REGISTER:

1. Call 1-800-962-9857 and request an application.
2. Return application with entry fee before deadline.
3. Show up, check-in, show off and best of luck.

Belt Drives Ltd. · Performance Machine • Inc Disc Brakes and Wheels · Hardbody by Mid-USA

Interested Exhibitors Call 800-962-9857
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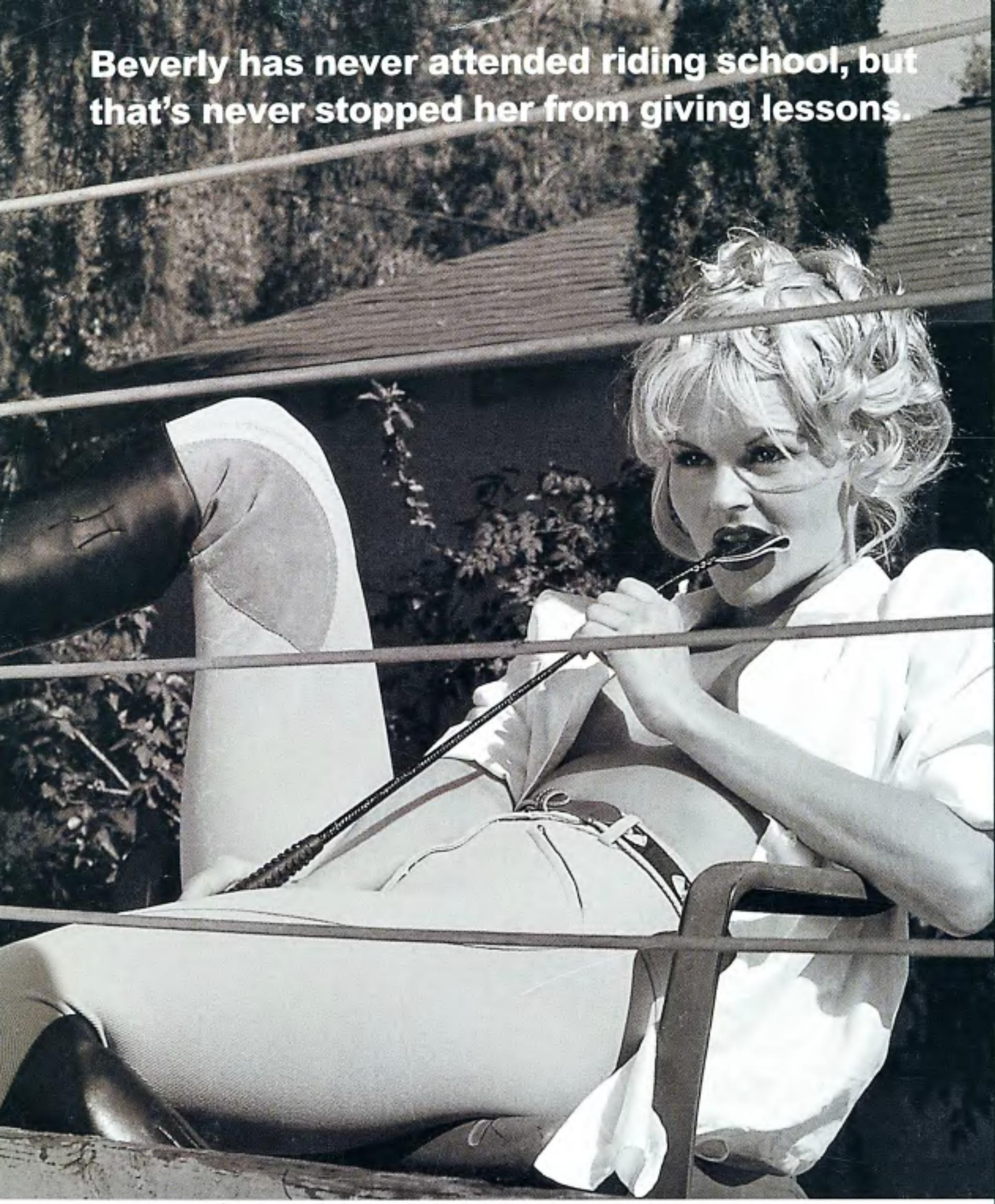

American IronHorse Motorcycles are available at these dealers:

Alamo Cycle Plex
San Antonio, TX

Alternative Bike Works
Springdale, AR

American Discount Cycle Mart, Inc.
Waterford, MI

Apache Motorcycle
Weatherford, TX

Bikers Boulevard
Raleigh, NC

Bikers Dream
Atlanta, GA
Long Island, NY

Blues City Cycles
Memphis, TN

Canyon Cycle
Agoura Hills, CA

Classic Cycles
Gulfport, MS

Coleman Motorcycle Co.
Dothan, AL

Craven County Motor Sports
New Bern, NC

Custom Hawg Parts and Accessories
Scarborough, ME

Cycle World
Baltimore, MD

Desert Motorsports
Scottsdale, AZ

DFW American IronHorse
Bedford, TX

East Coast Ironhorse
North Charleston, SC

Easyriders
Columbus, OH
Denver, CO
Houston, TX
Salt Lake City, UT
Springfield, MO

Golden Triangle Cycle Ctr.
Beaumont, TX

Griffin Motorsport
Schenectady, NY

Haverstraw Motorsports
Haverstraw, NY

Heartland Motorcycle Co.
Omaha, NE

I-95 Cycles
Lumberton, NC

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East Dundee, IL

Metro Motorsports
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Naults Honda
Manchester, NH

Naults Windham Honda
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New Ray's Cycle Co.
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Night Riders Custom-N-Speed
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Attalla, AL

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North Idaho Power Sports
Coeur D'Alene, ID

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St. Louis, MO

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Owensboro, KY

Rodney's Cycle House
Little Rock, AR

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